*Printed for the use of the Foreign Office. June 1891.*

CONFIDENTIAL.

(6106.)

F.O.

407

# FURTHER CORRESPONDENCE

RESPECTING

# QUARANTINE IN EGYPT,

AND THE

# EGYPTIAN BOARDS OF HEALTH.

[In continuation of Confidential Paper No. 5424.]

84

1887-90.

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CONFIDENTIAL.

# Further Correspondence respecting Quarantine in Egypt, and the Egyptian Boards of Health.

[In continuation of Confidential Paper No. 5424.]

## No. 1.

*Sir E. Baring to the Marquis of Salisbury.—(Received March* 13, 10·30 P.M.)

(Commercial.)
(Telegraphic.) *Cairo, March* 13, 1887, 7·25 P.M.

MY despatch No. 6, Commercial, of the 7th instant.

The German Consul-General suggests to me that it might be as well if something were said at Berlin. Both he and Austrian Consul-General have reported favourably, but their Delegates on the Sanitary Board are opposed.

## No. 2.

*Sir E. Baring to the Marquis of Salisbury.—(Received March* 14.)

(No. 6. Commercial.)
My Lord, *Cairo, March* 7, 1887.

YOUR Lordship is aware that for some time past the question has been under consideration as to the possibility of inducing the International Quarantine Board to allow ships from infected ports to pass through the Suez Canal in quarantine under all circumstances. I myself was in favour of bringing forward and supporting the proposal that this should be allowed, even when cases of cholera had occurred on board during the voyage. Mr. Miéville, the President of the Board, was, however, opposed to submitting this proposal to the Board, being of opinion that the number of ships which would profit by the change was so small that it was scarcely worth while raising a discussion on this issue.

From the correspondence, of which I have the honour herewith to inclose copies, your Lordship will see that another proposal in favour of the passage of ships in quarantine has been made by the representatives of all the chief Shipping and Navigation Companies at Suez. This proposal is to the effect that ships which have to undergo twenty-four hours' observation should be allowed to count as quarantine the time employed in passing through the Canal, the presence of two officers of the Quarantine Board being considered sufficient guarantee for the effectual observation of the quarantine. Mr. Miéville, with whom I have had some conversation on the subject, is strongly in favour of supporting this, rather than the larger original proposal, and thinks that there would be more likelihood of inducing the Board to accept this one, which has been proposed by the shipping agents themselves of various nationalities. He begged me at the same time to speak on the subject to the Consuls-General of the Great Powers with a view to ascertaining their opinions and, if possible, of gaining their support to the proposition.

I have accordingly had some conversation on the subject with some of the Representatives of the leading Powers; and have the honour to report that M. de Martino, the Italian Consul-General, is in favour of this proposal, and assures me of his willingness to support it. The French Consul-General is, I understand, not averse to the measure, but I have not spoken to him about it, and Count d'Arco, the Representative of Germany, is inclined to support it, though I may point out that on the Quarantine Board the German Delegate is usually to some extent guided by the opinions of his Austrian colleague. M. Gsiller, the Austrian Consul-General, came to see me on the subject, and said that his Agent on the Board, Dr. Klodzianowski, had reported against the proposal, but that he himself was not personally opposed to its acceptance, more especially as he observed it had been signed by the agent of the Austrian Lloyd Company.

Dr. Klodzianowski, however, is a leading spirit in the Quarantine Board, and I am aware that he has considerable personal influence at Vienna independently of the Austrian Consul-General at Cairo. M. Gsiller himself suggested that some good might be done if Her Majesty's Ambassador at Vienna were instructed to speak on the subject to the Minister for Foreign Affairs and to urge the acceptance of the proposal; and I venture to request that this course should be adopted. At the same time I would ask that no unnecessary delay should be allowed to occur, as the subject will probably be brought before a meeting of the Quarantine Board at the beginning of April.

Dr. Mackie, the English Delegate on the Quarantine Board, will no doubt shortly forward to your Lordship an official Report in favour of the proposal; but I have ventured to trouble your Lordship with the foregoing remarks before receiving his Report, in view of the urgency of the case and of the desirability of gaining without delay the adhesion of the Representatives of the different Powers interested.

I have, &c.
(Signed) E. BARING.

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Inclosure 1 in No. 2.

*Mr. Miéville to Messrs. Worms, Josse, and Co.*

(Télégraphique.) *Alexandrie, le 7 Janvier*, 1887.

SI le Conseil acceptait demande contenue Pétition Agents 5 Janvier il incomberait à Administration Quarantenaire une grande dépense additionnelle; en conséquence, avant faire démarches, je désire savoir si agents accepteraient payer 500 piastres Tarif par navire pour privilège demandé.

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Inclosure 2 in No. 2.

*The Representatives of Shipping and Navigation Companies at Suez to Mr. Miéville.*

*Suez, le 26 Janvier*, 1887.

M. le Président,

NOUS avons eu connaissance en son temps de votre télégramme du 7 courant, adressé à MM. Worms, Josse, et Cie., de notre ville, et nous vous remercions de l'empressement que vous avez mis à vous occuper de notre Pétition du 5 courant.

Nous avons mûrement consldéré votre proposition de faire supporter une taxe supplémentaire de P. T. 500 à chaque navire qui, au lieu de purger ici vingt-quatre heures d'observation, voudra entrer dans le Canal en quarantaine pour obtenir libre pratique dès son arrivée à Port-Saïd.

Nous avons l'honneur de vous informer que nous acceptons votre proposition pour tous les navires à notre consignation dont les capitaines consentiront à entrer dans le Canal en quarantaine aux conditions susmentionnées.

Nous nous permettons seulement d'ajouter que si cette nouvelle mesure est adoptée par votre Conseil, il devra être bien entendu que rien ne s'opposera à ce que tout navire désirant en profiter puisse entrer immédiatement dans le Canal.

Veuillez, &c.
(Pour Wills, Manché, et Cie.),
(Signé) G. L. DIACONO.
(Et 9 autres.)

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Inclosure 3 in No. 2.

*The Representatives of Shipping and Navigation Companies at Suez to Mr. Miéville.*

*Suez, le 5 Février*, 1887.

M. le Président,

NOUS avons pris bonne note de vos récentes mesures concernant les navires transitant le Canal en quarantaine et nous en apprécions avec reconnaissance les avantages pour les navires frappés de plusieurs jours de quarantaine. Par contre, nous n'y trouvons aucune facilité pour les nombreux navires soumis à vingt-quatre heures d'observation qui continuent à rester en quarantaine après leur arrivée à Port-Saïd et à supporter une perte de temps considérable pour le charbonnage.

Il est incontestable que la présence à bord des navires de deux officiers Sanitaires donne toutes les garanties nécessaires pour la stricte exécution de la quarantaine pendant le passage du Canal, et, considérant que ce passage dure au moins vingt-quatre heures, il se trouve par le fait que les navires ont purgé vingt-quatre heures d'observation, et au delà, à leur arrivée à Port-Saïd.

Nous Soussignés, Agents de Navigation à Suez, vous prions donc de bien vouloir soumettre à votre Conseil notre désir que le passage par le Canal fût considéré comme quarantaine purgée, de sorte que les navires soumis à vingt-quatre heures d'observation seraient admis en libre pratique en arrivant à Port-Saïd, ce qui faciliterait beaucoup leurs opérations de charbonnage, &c., dans ce dernier port.

Veuillez, &c.
(Pour Worms, Josse, et Cie.),
(Signé) FREDERIC GUY.
(Et 8 autres.)

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No. 3.

*The Marquis of Salisbury to Viscount Lyons.**

(No. 28. Commercial.) *Foreign Office, March* 19, 1887.

My Lord,

I TRANSMIT herewith copy of a despatch, and its inclosures, from Her Majesty's Agent and Consul-General at Cairo,† respecting a proposal made by the representatives of the chief Shipping and Navigation Companies at Suez, that vessels which have to undergo twenty-four hours' observation should be allowed, under the conditions which they suggest, to count as a period of quarantine the time occupied in passing through the Canal.

The Diplomatic Representatives in Egypt of most of the Powers appear to be favourable to this proposal, including the German Consul-General, who, according to a telegram from Sir E. Baring, has since reported on it favourably to his Government; and I have to request your Excellency to express to the French Government the hope of Her Majesty's Government that it will meet with their approval, and that they will, at their early convenience, instruct their Delegate on the Egyptian Maritime and Sanitary Board at Alexandria to signify their concurrence in its adoption.

I am, &c.
(Signed) SALISBURY.

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No. 4.

*Consul Cookson to the Marquis of Salisbury.—(Received March* 21.)

(No. 5. Commercial.) *Alexandria, March* 11, 1887.

My Lord,

I HAVE the honour to forward herewith copies of two Reports by Dr. Mackie, of the 3rd and 4th instant, on a meeting of the Maritime Quarantine Sanitary Board, held on the 1st.

* Also to Sir E. Malet (No. 12), Sir A. Paget (No. 7), Sir J. S. Lumley (No. 11). † No. 2.

The subject of discussion was a Petition, signed by several ship-owners at Suez, requesting that for vessels allowed to transit the Canal in quarantine the time occupied in transit be reckoned as quarantine. Dr. Mackie is of opinion that, in the case of vessels coming from an infected port, but without any cases of disease on board, the request is a very reasonable one, and that the proposed change would be of great advantage to vessels coming from India, as they would thereby be able to save twenty-four hours.

The Delegate for Austria maintained that so important a change in the "Règlement" could not be voted without first referring the matter to the European Governments, and the French Delegate having likewise requested a postponement, the discussion was adjourned.

It will be seen from the inclosures in Dr. Mackie's Report that the ship-owners have been informed by the President that the proposed modification of the Quarantine Regulations would involve an additional tax of P. T. 500 for each ship passing through the Canal.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 4.

*Dr. Mackie to Consul Cookson.*

*Alexandria, March* 3, 1887.

Sir,

I HAVE the honour to report that an ordinary meeting of the Maritime and Quarantine Sanitary Board was held on Tuesday, the 1st instant.

On opening the meeting the President referred, in appropriate terms, to the death of Dr. Chaumery, which took place since last meeting. Dr. Chaumery had been a member of the Board for many years, with "voix consultative," as Sanitary Physician of France.

The Secretary then read a Petition, signed by several ship-agents of various nationalities, requesting that for vessels allowed to transit the Canal in quarantine the time occupied in transit should be reckoned as quarantine. Although the Petition was presented in this general way, it was understood to refer to, and benefit more especially, vessels passing in quarantine from Suez to Port Saïd, at which latter port coaling operations generally take place; but, according to existing Regulations, such operations cannot take place in free pratique until the vessel has performed at Port Saïd the whole quarantine necessary for arrivals in Egypt. For vessels coming simply from an infected port, and on board which the health has been good, the request is a very reasonable one, and would be a saving in time of tweuty-four hours. For instance, such vessels arriving at Suez from India have usually, on account of the length of passage, to perform a quarantine of twenty-four hours before receiving free pratique. This may be performed at Suez, and the vessel may then enter the Canal in pratique; but if the vessel does not stay to perform it at Suez, but transits in quarantine, and still wishes to communicate at Port Saïd, the twenty-four hours' quarantine have to be first performed at Port Saïd. It seems to me reasonable that quarantine should count from the time of arrival at an Egyptian port. This principle has been adopted by some European nations. I may cite, from experience, Italy. In 1884, in July of that year, I went from Alexandria to Venice by Peninsular and Oriental steamer, calling at Brindisi, where a sanitary guard was put on board, and the time from Brindisi to Venice was counted as part of our quarantine.

The Delegate for Austria maintained that a question touching a change in the "Règlement" could not be voted without first referring to the Governments. The French Delegate also requested a postponement. This position lately taken up by the Delegates, of regarding the Board as such a duly constituted international institution that no alteration in the existing Regulations can be made without authority from the European Governments, stops all reasonable reform. It has been represented at the Board several times, by myself and by others, that the European Governments never made, nor even officially indorsed, the existing "Règlement," so that slight and reasonable changes do not concern them, but by some Delegates at present, for reasons presumably more political than sanitary, this is ignored.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 4.

*Dr. Mackie to Consul Cookson.*

*Alexandria, March* 4, 1887.

Sir,

IN continuation of my Report of yesterday's date of a meeting of the Maritime and Quarantine Sanitary Board held on Tuesday, the 1st instant, at which a Petition from ship-agents was presented, requesting that the time occupied in passing the Suez Canal might be counted as quarantine, I have now the honour to inclose a copy of the letter addressed by the ship-agents to the President, as well as correspondence between them on the subject.

With regard to the great additional expense to the Administration mentioned by the President for the privilege demanded by the ship-agents, and the necessity to charge P. T. 500 per ship (about 5*l.* 2*s.* 7*d.*), I am not in a position yet to state on what basis the calculation is made, as the question has not come up for discussion, nor can I say at present whether the Delegates, if according the privilege, would be inclined to modify the proposed charge.

I have, &c.
(Signed) J. MACKIE.

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[For remaining Inclosures, see Inclosures 1, 2, and 3 in No. 2.]

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No. 5.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 6. Commercial.)

*Foreign Office, March* 21, 1887.

Sir,

I TRANSMIT herewith copy of a despatch which I have addressed to Her Majesty's Ambassadors at Paris, Berlin, Vienna, and Rome,* instructing them to ask the Governments to which they are accredited to agree to the proposal relative to the passage of the Suez Canal in quarantine which forms the subject of your despatch No. 6, Commercial, of the 7th instant.

I am, &c.
(Signed) SALISBURY.

---

No. 6.

*Viscount Lyons to the Marquis of Salisbury.—(Received March* 25.)

(No. 104. Commercial.)

*Paris, March* 24, 1887.

My Lord,

I HAD yesterday the honour to receive your Lordship's despatch No. 28, Commercial, of the 19th instant, in which you instructed me to ask the French Government to signify their approval of the proposal that vessels which have to undergo twenty-four hours' observation should be allowed to count as a period of quarantine the time employed in passing through the Suez Canal.

I have the honour to transmit to your Lordship herewith a copy of a note which I have addressed in consequence to the French Minister for Foreign Affairs.

I have, &c.
(Signed) LYONS.

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Inclosure in No. 6.

*Viscount Lyons to M. Flourens.*

*Paris, March* 24, 1887.

M. le Ministre,

HER Majesty's Government are informed that a proposal has been made by the representatives of the chief Shipping and Navigation Companies at Suez to the effect that ships which have to undergo twenty-four hours' observation should be

* No. 3.

allowed to count as quarantine the time employed in passing through the Canal, the presence of two officers of the Quarantine Board being considered sufficient guarantee for the effectual observance of the quarantine.

The Diplomatic Representatives in Egypt of most of the Powers appear to be favourable to this proposal, and I have received instructions to express to the Government of the Republic the hope of Her Majesty's Government that it will meet with their approval, and that they will be disposed to direct their Delegate on the Egyptian Maritime and Sanitary Board at Alexandria to signify their concurrence in its adoption.

It appears to be of considerable importance that the approval of the several Powers interested should be obtained without delay.

I have, &c.
(Signed) LYONS.

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No. 7.

*The Marquis of Salisbury to Viscount Lyons.**

(No. 33. Commercial.)
My Lord, *Foreign Office, March* 25, 1887.

IN continuation of my despatch No. 28, Commercial, of the 19th instant, I transmit herewith, for your Excellency's information, copy of a despatch from Her Majesty's Consul at Alexandria,† inclosing two Reports by the British Delegate to the Egyptian Maritime Quarantine and Sanitary Board upon the meeting of the 1st instant, when the new proposal to allow vessels to pass through the Suez Canal in quarantine was discussed.

I am, &c.
(Signed) SALISBURY.

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No. 8.

*Sir A. Paget to the Marquis of Salisbury.—(Received March* 26.)

(No. 15. Commercial.)
My Lord, *Vienna, March* 24, 1887.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch No. 7, Commercial, of the 19th instant, inclosing a despatch from Her Majesty's Agent and Consul-General at Cairo respecting a proposal that vessels which have to undergo twenty-four hours' observation should be allowed, under the conditions mentioned, to count as a period of quarantine the time occupied in passing through the Canal, and desiring me to express to the Austrian Government the hope of Her Majesty's Government that the above proposal will meet with their approval, and that they will, at their early convenience, instruct their Delegate on the Egyptian Maritime and Sanitary Board at Alexandria to signify their concurrence in its adoption.

I spoke to Count Kálnoky on this subject this morning, and, in compliance with his Excellency's request, I am about to address him a note, in which I shall embody the purport of Sir Evelyn Baring's despatch and inclosure, and request the early decision of the Imperial Government upon the proposal referred to.

I have, &c.
(Signed) A. PAGET.

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No. 9.

*Sir E. Malet to the Marquis of Salisbury.—(Received March* 28.)

(No. 20. Commercial.)
My Lord, *Berlin, March* 26, 1887.

I HAVE the honour to inform your Lordship that, in compliance with the instructions contained in your Lordship's despatch No. 12, Commercial, of the

* Also to Sir E. Malet (No. 16), Sir A. Paget (No. 11), and Sir J. S. Lumley (No. 13). † No. 4.



19th instant, I have addressed a *note verbale* to the Imperial Minister for Foreign Affairs, copy of which I beg to inclose, communicating the proposal made by the representatives of the chief Shipping and Navigation Companies at Suez with regard to ships subjected to twenty-four hours' observation, and expressing the hope of Her Majesty's Majesty's Government that the proposal in question would meet with the approval of the Imperial Government.

I have, &c.
(Signed) EDWARD B. MALET.

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Inclosure in No. 9.

*Note Verbale.*

A PROPOSAL has been made by the representatives of the chief Shipping and Navigation Companies at Suez to the effect that ships which have to undergo twenty-four hours' observation shall be allowed to count as quarantine the time employed in passing through the Suez Canal, the presence of two officers of the Quarantine Board being considered sufficient guarantee for the effectual observance of the quarantine.

From a despatch which has been received from Sir E. Baring, Her Majesty's Agent and Consul-General at Cairo, it would appear that the Diplomatic Representatives in Egypt of most of the Powers are favourable to the proposal in question, including the Imperial Consul-General, who, according to a telegram received from Sir E. Baring, has reported on it favourably to the Imperial Government.

Sir E. Malet is now directed by Her Majesty's Principal Secretary of State for Foreign Affairs to express the hope of Her Majesty's Government that the proposal will meet with the approval of the Imperial Government, and that they will consent to instruct, at their early convenience, their Delegates on the Egyptian Maritime and Sanitary Board at Alexandria to signify their concurrence in its adoption.

*Berlin, March* 23, 1887.

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No. 10.

*Sir E. Malet to the Marquis of Salisbury.—(Received March* 28.)

(No. 23. Commercial.)
My Lord, *Berlin, March* 26, 1887.

WITH reference to your Lordship's despatch No. 12, Commercial, of the 19th instant, and to my despatch No. 20, Commercial, of this day's date, respecting quarantine in the Suez Canal, I have the honour to inform your Lordship that Count Berchem, Under-Secretary of State for Foreign Affairs, has informed me that he has taken steps which he hopes may assist in obtaining the adoption of the proposal desired by Her Majesty's Government.

I have, &c.
(Signed) EDWARD B. MALET.

No. 11.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 8. Commercial.)

*Foreign Office, March* 28, 1887.

Sir,

WITH reference to your despatch No. 6, Commercial, I transmit to you herewith, for your information, the accompanying copies of despatches, as marked in the margin,* respecting the proposal to allow time spent in the Suez Canal to count, under certain circumstances, as time passed in quarantine.

I am, &c.

(Signed) SALISBURY.

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No. 12.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 9. Commercial.)

*Foreign Office, March* 30, 1887.

Sir,

WITH reference to my preceding despatch of the 28th instant, I transmit herewith, for your information, the accompanying copy of a despatch, as marked in the margin,† inclosing copy of a *note verbale* addressed to Count Bismarck on the subject of the new proposal for passing through the Suez Canal in quarantine.

I am, &c.

(Signed) SALISBURY.

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No. 13.

*Sir A. Paget to the Marquis of Salisbury.—Received March* 31.)

(No. 17. Commercial.)

*Vienna, March* 28, 1887.

My Lord,

WITH reference to my despatch No. 15, Commercial, of the 24th instant, I have now the honour to inclose the translation of a note which I have just received from Count Kálnoky, containing the views of the Imperial Government with regard to the proposal that vessels which have to undergo twenty-four hours' observation should be allowed, under certain conditions, to count as a period of quarantine the time occupied in passing through the Suez Canal.

As your Lordship will perceive, the Imperial Government consider that this proposal introduces an essential change into the existing "Règlements," but that they have no objection to examine the question further, with the desire of making all the concessions possible to the wishes of Her Majesty's Government, on the distinct understanding on the part of Her Majesty's Government that the question of international sanitary reform in Egypt, of which the question at issue forms an integral part, shall be brought simultaneously under discussion as a whole, and its settlement effected in a corresponding manner.

I have, &c.

(Signed) A. PAGET.

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Inclosure in No. 13.

*Count Kálnoky to Sir A. Paget.*

(Translation.)

THE Undersigned had the honour to receive Sir Augustus Paget's esteemed note of the 23rd instant, in which the hope was expressed that the Imperial and Royal Government would instruct their Representative on the Egyptian Sanitary Board to concur in the proposal brought forward in the sitting of the 1st March,

* Nos. 8 and 10. † No. 9.



according to which vessels which have to undergo twenty-four hours' observation should be allowed to count as quarantine the time employed in passing through the Canal, on condition of paying a certain transit tax, and of having on board two officers of the Quarantine Board.

The Imperial and Royal Government has already been informed by their Representative in Egypt of the proposal in question, and has meanwhile instructed him to communicate confidentially to Sir E. Baring the views of the competent Department of the Government of both halves of the Monarchy.

The Undersigned may, however, communicate what follows to his Excellency the British Ambassador, namely, that according to the views of the Imperial and Royal Government, the proposal in question contains an essential alteration of the existing "Règlements," and withdraws consultation thereupon from the competency of the Maritime Board in Alexandria.

The Imperial and Royal Government would, however, have no objection to examine more closely into this question, and in so doing it would be animated by the wish to make all possible concessions to the wishes of the British Government, on the express condition that on the part of Her Majesty's Government the question of international sanitary reform in Egypt in all its branches, of which the question at issue forms an integral part, shall simultaneously be brought under discussion as a whole, and its solution effected in a corresponding manner.

The Undersigned avails, &c.

(For the Minister for Foreign Affairs),

(Signed) SZÖGYENYI.

*Vienna, March* 27, 1887.

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No. 14.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 10. Commercial.)

*Foreign Office, April* 4, 1887.

Sir,

WITH reference to my despatch No. 9, Commercial, of the 30th ultimo, I transmit herewith, for your information, copy of a despatch, with its inclosure, from Her Majesty's Ambassador at Vienna,* stating that the Austro-Hungarian Government will be ready to consider the new proposal relative to quarantine in the Suez Canal if it is to be treated as part of the whole question of international sanitary reform in Egypt, and is discussed and decided simultaneously with it.

I have to request you to furnish me with your views on this reply so soon as the replies from all the other foreign Governments to whom the proposal has been recommended have been received by you.

I am, &c.

(Signed) SALISBURY.

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No. 15.

*Memorandum by Mr. Lee.*

COUNT METTERNICH called to see Sir James Fergusson to say that the German Government were prepared to assent generally to the proposal that ships passing through the Suez Canal which have to undergo twenty-four hours' observation should be allowed to count as quarantine the time employed in passing through the Canal.

As, however, serious objections to this proposal had been raised by persons well competent to judge, the German Government were compelled to stipulate that every guarantee should be given (the original despatch, which Count Metternich read, said "Englischerseits") to prevent, as far as possible, the spread of infectious diseases, and suggested, with this view, increased vigilance along the Canal, the

* No. 13.

medical inspection of ships on their arrival at Suez, the presence on board during the transit through the Canal of thoroughly competent sanitary officials, and the appointment generally of trustworthy men to carry out the quarantine service.

Instructions in this sense were sent to the German Consul-General at Alexandria on the 5th April.

*Foreign Office, April* 18, 1887.

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No. 16.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 15. Commercial.) *Foreign Office, April* 21, 1887.

Sir,

COUNT METTERNICH called at this Office on the 18th instant to say that the German Government were prepared to assent generally to the proposal that ships passing through the Suez Canal which have to undergo twenty-four hours' observation should be allowed to count as quarantine the time employed in passing through the Canal.

As, however, serious objections to this proposal had been raised by persons well competent to judge, the German Government were compelled to stipulate that every guarantee should be given to prevent, as far as possible, the spread of infectious diseases, and they suggested, with this view, increased vigilance along the Canal, the medical inspection of ships on their arrival at Suez, the presence on board during the transit through the Canal of thoroughly competent sanitary officials, and the appointment generally of trustworthy men to carry out the quarantine service.

Count Metternich added that instructions in this sense were sent to the German Consul-General at Alexandria on the 5th of this month.

I am, &c.
(Signed) SALISBURY.

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No. 17.

*Sir W. White to the Marquis of Salisbury.—(Received April* 23.)

(No. 56. Commercial.) *Constantinople, April* 14, 1887.

My Lord,

I HAVE the honour to transmit to your Lordship copy of a despatch which has been addressed to me by Dr. Dickson on the subject of the transit of the Suez Canal by vessels liable to quarantine.

I have sent a copy to Sir E. Baring.

I have, &c.
(Signed) W. A. WHITE.

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Inclosure in No. 17.

*Dr. Dickson to Sir W. White.*

*Constantinople, April* 8, 1887.

Sir,

I HAVE the honour to inform your Excellency that on the 22nd ultimo a letter from Dr. Bimsenstein, Ottoman Sanitary Delegate in Egypt, dated Alexandria, 20th February, was read to the Board of Health.

It announced a misunderstanding which had arisen between the foreign Delegates at the Egyptian Board of Health and Mr. Miéville, the President of that Board, on the question of the passage of ships liable to quarantine through the Suez Canal.



It has been the practice at all times, says Dr. Bimsenstein, that when the Health Officer of Suez telegraphed to the President of the Board of Health the arrival there of a vessel from India, and gave, at the same time, an account of the state of health on board the ship, this information was immediately communicated by the President to all the members of the Board of Health, and this in order that they might concert and decide as to the quarantine measures applicable to that vessel.

Of late, however, Mr. Miéville had taken it upon himself to prescribe the measures he considered necessary, without referring the matter to the other members of the Board.

Thus, for instance, continues Dr. Bimsenstein, during the whole period that cholera prevailed in Calcutta, and that arrivals from that place were liable to a quarantine, Mr. Miéville allowed some vessels coming from Calcutta to go through the Suez Canal, others he sent to Tor to perform a quarantine of seven days, others he kept at Moses' Wells in observation for twenty-four hours. The members of the Board of Health having remonstrated against this practice, Mr. Miéville promised that he would not resort to it again.

This incident appears to have made an impression on the minds of the Constantinople Board of Health, notwithstanding that it gave rise to no discussion at the time, but only elicited a remark from Dr. Mahé, the French Delegate, who declared it was impossible to maintain quarantine on a vessel whilst passing through the Suez Canal, and that it would be better not to attempt it. I beg to observe, however, that Dr. Mahé has not always expressed himself in this sense.

As the passage of vessels liable to quarantine through the Suez Canal is a question that is continually recurring, and seems, moreover, to be a sore subject with the Sanitary Representatives of some of the Mediterranean States, I take the liberty of offering a suggestion, based on the knowledge I have acquired of Eastern sanitary matters during an attentive study for the last twenty-five years.

The only vessels, as well as I can recollect, that have exhibited cases of cholera as far as Suez have been vessels laden with pilgrims from the Hedjaz and troop-ships with invalids from India and from Cochin China; consequently no apprehension need be entertained with regard to vessels passing through the Suez Canal, provided that they are not pilgrim- nor troop-ships.

I would therefore respectfully suggest that Rules, similar to those which are applied to the passage of the Bosphorus and Dardanelles ("Règlement applicable aux navires passant par les Détroits des Dardanelles et du Bosphore de 1871") might be applied also to the passage of the Suez Canal.

These Rules permit vessels coming from cholera-stricken ports, and bound to foreign ports, to go through the Straits in quarantine, provided that they have had no cases of cholera on board during the voyage or on arrival at the Straits. Vessels, however, that have had cholera are not allowed the transit until they have performed this quarantine at an appointed lazaret station.

There is no instance on record of a vessel having had, or caused anywhere, an outbreak of cholera after having passed through the Straits of the Bosphorus and Dardanelles, and this notwithstanding several instances in which vessels have been smitten with severe outbreaks of cholera previous to, or immediately after, their arrival at the Straits, but where they have had to perform the quarantine prescribed by the Ottoman Sanitary Regulations.

Vessels free from cholera might, therefore, be allowed to go through the Suez Canal either in quarantine or in free pratique; but vessels that have had an outbreak of cholera on board previous to quitting the port of their departure, during their voyage, or on their arrival at Suez, would have to be put into quarantine in accordance with the Egyptian Regulations.

I have, &c.
(Signed) E. D. DICKSON.

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No. 18.

*Sir A. Paget to the Marquis of Salisbury.—(Received April 23.)*

(No. 27. Commercial.)

*Vienna, April* 21, 1887.

My Lord,

WITH reference to my despatch No. 17 of the 28th ultimo on the subject of quarantine in transit through the Suez Canal, I have the honour to transmit herewith to your Lordship the translation of a further note which I have just received from Count Kálnoky, in which his Excellency states that, in view of the importance attached to the question by Her Majesty's Government, fresh instructions have been forwarded to the Austrian Agent at Cairo to the effect that the Imperial Government are ready to agree to the proposal of Mr. Miéville, but that their acceptance is liable to be revoked, and is restricted by clearly defined conditions.

I have, &c.

(Signed) A. PAGET.

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Inclosure in No. 18.

*Count Kálnoky to Sir A. Paget.*

*Vienna, April* 17, 1887.

(Translation.)

FROM reports recently received from the Imperial Representative at Cairo concerning communications made to him by Sir E. Baring with reference to the transit question we have gathered that the British Government attach great value to obtaining the general consent of the Austro-Hungarian Government to the proposal of President Miéville as to including the twenty-four hours' regular observation in the period of transit.

We cannot, indeed, help feeling anxious lest even such a limited acceptance of this proposal should carry with it dangers for the countries most directly threatened, sanitarily speaking, the consequences of which could not afterwards be in any way remedied.

Animated, however, by the earnest wish to meet as far as possible the views of Her Majesty's Government in a matter to which they attach so much importance, we have again given this question our most serious attention, and have furnished our Representative in Egypt with fresh instructions still more favourable to the English proposal.

The explanations which M. de Rösty has been instructed to make at once to the British Minister, Sir E. Baring, will, we trust, convince Her Majesty's Government how very important it is that they should resume without loss of time the negotiations respecting the whole question of sanitary reform in Egypt, and thus definitively settle a question in which Austria-Hungary is particularly interested.

Without entering in detail into the fresh instructions sent to M. de Rösty, the Undersigned may describe their general tenour as follows, viz., that our acceptance of the proposal is liable to be revoked, and is restricted within very clearly defined limits, the necessity for which is justified by the tendency of the proposal itself.

The Undersigned avails, &c.

(For the Minister for Foreign Affairs),

(Signed) SZÖGYENYI.

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No. 19.

*The Marquis of Salisbury to Mr. Phipps.*

(No. 18. Commercial.)

*Foreign Office, April* 27, 1887.

Sir,

IN reply to Sir A. Paget's despatch No. 27, Commercial, of the 21st instant, I have to request you to express to the Austro-Hungarian Government the satisfaction of Her Majesty's Government that instructions have been given to the Austro-Hungarian Agent at Cairo in the sense suggested by Her Majesty's Government with regard to the proposal for the performance of quarantine during the transit through the Suez Canal.

I am, &c.

(Signed) SALISBURY.

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No. 20.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 16. Commercial.)

*Foreign Office, April* 27, 1887.

Sir,

WITH reference to my despatch No. 15, Commercial, of the 21st instant, I transmit herewith, for your information, copy of a dispatch, and its inclosure, from Her Majesty's Ambassador at Vienna,* respecting the new proposal with regard to quarantine on ships passing through the Suez Canal.

I have instructed Mr. Phipps, Her Majesty's Chargé d'Affaires, to express satisfaction that instructions have been issued to the Austro-Hungarian Agent in the sense suggested by Her Majesty's Government.

I am, &c.

(Signed) SALISBURY.

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No. 20*.

*Sir E. Baring to the Marquis of Salisbury.—(Received April 28.)*

(Commercial.)
(Telegraphic.)

*Cairo, April* 28, 1887, 2 P.M.

MY despatch No. 13 of 23rd.

Austrian Consul-General has informed me that his Government will accept German proposal.

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No. 21.

*Sir E. Baring to the Marquis of Salisbury.—(Received May 2.)*

(No. 13. Commercial.)

*Cairo, April* 23, 1887.

My Lord.

WITH reference to the subject discussed in your Lordship's despatch No. 10, Commercial, of the 4th instant, I have the honour to report that Count Arco called on me a few days ago and read to me a despatch in German which he had received from his Government on the subject of allowing the period of transit through the Canal to count as quarantine. Count Arco subsequently, at my request, gave me an *aide-mémoire* in French setting forth the main features of the despatch.

Your Lordship will observe that the attitude taken up by the German Government on this subject is not identical with that of the Austrian Government. The latter make their assent to the particular proposal under discussion conditional on a general treatment of the whole question of international sanitary reforms in Egypt. The former are prepared to assent to the particular proposal provided certain detailed arrangements in connection with transit in quarantine are carried out.

The answer of the Austrian Government is disappointing, but I think that if matters could be arranged in such a way as to insure German assent, the assent of the Austrian Government would probably also be obtained.

From a conversation I have had with Mr. Miéville I gather that there will be no difficulty in meeting the German views save on one point.

The German Government, if I understand rightly, does not possess thorough confidence in the medical officers now employed at Suez and Port Saïd. They want others to be appointed. Mr. Miéville, on the other hand, thinks that the present Staff is competent and sufficiently numerous.

Also he thinks that there might be some risk in appointing new men.

On the whole, I think the best plan will be not to press for an immediate decision, but to let Mr. Miéville see if he cannot arrange the details when he gets to Vienna and Berlin. He will leave early in May.

Count Arco and M. de Rösty will both write favourably of Mr. Miéville's mission, and I think that the latter will also advise his Government to abandon the ground taken up in the note addressed to Sir Augustus Paget on the 27th March.

I have, &c.

(Signed) E. BARING.

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* No. 18.

Inclosure in No. 21.

*Aide-mémoire.*

LE Gouvernement Impérial est disposé à adhérer à la proposition des agents de navigation à Suez, concernant le transit en quarantaine, à condition que certaines mesures de précaution soient appliquées dans le but de prévenir tout danger d'importation de maladies contagieuses pouvant résulter du transit en question pour l'Europe.

Il faudra donc, de l'avis du Gouvernement Impérial, soumettre d'abord les bateaux, dès leur arrivée à Suez, à une inspection médicale faite par un médecin sûr et indépendant et il dépendra du résultat de cette inspection, si le bâteau doit être admis au transit en quarantaine ou s'il doit être soumis aux prescriptions du Règlement en vigueur. Pour le cas que la nécessité de soumettre le bateau à une quarantaine ne serait pas démontrée par cette inspection, mais que cependant elle ne constaterait pas d'une manière absolue que l'admission du bateau en libre pratique à Port-Saïd ne donneraient lieu à aucune appréhension, il serait indispensable que le médecin ayant fait l'inspection à Suez soit mis à même d'informer par télégramme un médecin digne de confiance, à nommer pour cet emploi à Port-Saïd, qui sur les données fournies par les observations faites à Suez dans la première inspection, soumettrait le bateau à une deuxième inspection dont le résultat déciderait de l'admission en libre pratique.

Quoique la possibilité qu'un bateau infecté soit admis à Suez au transit en quarantaine et en libre pratique à Port-Saïd, soit autant que possible exclue par les mesures précitées, il paraît cependant, en outre, indispensable d'entourer le transit en quarantaine, lui-même, de garanties suffisantes pour assurer le maintien effectif de la quarantaine pendant le passage, c'est-à-dire d'empêcher absolument toute communication du bateau passant en quarantaine, soit avec d'autres bateaux, soit avec la terre. Dans ce but, il faudrait, afin de pouvoir disposer d'officiers sanitaires dignes de confiance qui pourraient accompagner chaque bateau pendant la durée du transit, installer un corps de fonctionnaires et d'employés dont le choix offrirait une certaine garantie pour l'observation consciencieuse des devoirs qui leur incombent, et il sera indispensable de les rémunérer suffisamment pour qu'ils soient à l'abri de toute influence extérieure de la part des capitaines, &c. Le Gouvernement Impérial ne méconnait point les difficultès que la mise en exécution de cette mesure, qui a, du reste, été visée, à ce qu'il paraît, par les délibérations du Conseil Sanitaire, Maritime, et Quarantenaire du 7 Décembre dernier—pourrait rencontrer, mais il est d'avis que le prélèvement proposé d'un droit spécial de £ T. 500 sur chaque bateau fournirait les fonds nécessaires, non seulement pour pouvoir établir un corps indépendant et intact d'employés subalternes sanitaires, mais qu'il permettra aussi d'engager tel nombre de médecins qu'il faudra pour procéder à Port-Saïd, et notamment à Suez, à l'inspection immédiate des bateaux dont, selon toute probabilité, il y aura souvent plusieurs arrivant en même temps.

Pour le cas que l'adoption des mesures sus indiquées, dont la surveillance et le contrôle appartiendrait au Conseil International Sanitaire, était assurée de la part du Gouvernement Britannique d'une manière définitive, le Gouvernement de Sa Majesté l'Empereur serait disposé à accéder au désir du Gouvernement Britannique et de voter pour l'adoption de la proposition des agents de navigation.

Quand il s'agira de faire une déclaration officielle sur ce qui précède, le Gouvernement Impérial désire appuyer particulièrement sur ce point, que cette Concession, faite au Gouvernement Britannique, doit être envisagée comme révoquable et qu'elle n'est accordée que sous la condition qu'elle puisse être immédiatement retirée si les mesures stipulées par le Gouvernement Impérial ne trouvaient pas leur exécution pleine et entière, ou bien dans le cas où des expériences ultérieures prouveraient que ces mesures sont insuffisantes pour empêcher l'importation des germes de maladie d'Asie en Europe par le Canal de Suez.

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Nos. 22 and 23.

[ Nil. ]

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No. 24.

*Sir W. White to the Marquis of Salisbury.—(Received May 23.)*

(No. 69. Commercial.)

My Lord, *Constantinople, May* 16, 1887.

WITH reference to my despatch to your Lordship No. 56, Commercial, of the 14th ultimo, I have the honour to inclose a copy of a despatch from Sir E. Baring transmitting the explanation of Mr. Miéville regarding the misunderstanding between the President of the Egyptian Board of Health and the foreign Delegates in the matter of the passage of the Suez Canal by vessels liable to quarantine.

I communicated this despatch to Dr. Dickson, and I have also the honour to inclose a copy of his reply, which I have also communicated to Sir E. Baring.

I have, &c.
(Signed) W. A. WHITE.

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Inclosure 1 in No. 24.

*Sir E. Baring to Sir W. White.*

Sir, *Cairo, April* 30, 1887.

WITH reference to your Excellency's letter of the 14th instant, inclosing copy of a despatch from Dr. Dickson on the subject of vessels passing through the Suez Canal in quarantine, I have the honour to transmit to your Excellency herewith copy of a note I have received from Mr. Miéville respecting the incident referred to by Dr. Dickson.

I have, &c.
(Signed) E. BARING.

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Inclosure 2 in No. 24.

*Note by Mr. Miéville.*

(Confidential.)

THE incident referred to by Dr. Dickson was unimportant. The German Delegate simply asked (see Annex A) that a list of the infected vessels which had arrived at Suez since quarantine had been imposed against Calcutta should be furnished by me to the Board, and that in future I should inform the Board of each case as it occurred.

To this I made no objection, and immediately communicated the desired list (Annex B).

It was not suggested that I had failed to carry out the Rules actually in force, and the information was not sought with a view to deciding what measures should be applied to each vessel, but from a desire to be kept *au courant* with passing events.

Our Rules allow vessels from cholera-stricken ports to go through the Canal in quarantine provided they have had no cases on board during the voyage or on arrival at Suez. Vessels, however, that have had cholera are not allowed the transit until they have performed seven days at Tor.

Of the fifty-three vessels that arrived at Suez from Calcutta during the period mentioned by the German Delegate, only two had cholera on board. These two I at once sent to Tor. The other fifty-one completed the required number of days at Moses' Wells (near Suez), or claimed their right under our published Rules to transit the Canal in quarantine.

It will thus be seen that Dr. Dickson's suggestion is practically carried out under this Board's present Regulations.

I therefore hope that the whole matter may be allowed to drop. Negotiations are now in progress here on the subject of the transit of the Canal in quarantine which might be gravely prejudiced by discussion at Constantinople.

If reference is again made at the Constantinople Board to Dr. Bimsentein's letter, Dr. Dickson might use in his remarks the information contained in this note; but unless he is hard pushed, I respectfully suggest that it would best serve British interests for Dr. Dickson to refrain from taking any part in the possible debate.

(Signed) W. F. MIÉVILLE.

*Alexandria, April* 29, 1887.

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Annex (A).

*Extrait du Procès-verbal de la Séance du* 1er *Février*, 1887.

M. le Dr. Kulp attire l'attention du Conseil sur le fait que depuis six semaines que Calcutta est en quarantaine, il est arrivé à Suez plusieurs navires infectés sans que le Conseil en ait été informé. Autrefois il était de coutume que lorsque de pareils cas se présentaient on en donnait avis au Consul, mais cela est tombé en désuétude, de sorte qu'il est impossible de savoir s'il s'agit de cas importés ou d'autres.

M. le Dr. Kulp demande et espère même que le Conseil sollicitera la liste des bateaux infectés arrivés à Suez pendant que Calcutta était en quarantaine, en indiquant le nombre des passagers, de l'équipage, la date à laquelle les cas suspects ont eu lieu, le nombre de ces cas, la date de la mise en libre pratique, et enfin celle de l'entrée dans le Canal.

Il exprime, en outre, le désir que dorénavant l'Administration communique au Conseil l'existence des bateaux infectés sitôt leur arrivée à Suez.

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Annex (B).

*Nombre de Navires arrivés à Suez du* 11 *Novembre*, 1886, *au* 31 *Janvier*, 1887, *provenant de Calcutta*, 53.

*Navires Infectés.*

"Gulf of Mexico," arrivé à Suez le 2 Décembre, 1886, avec un équipage de trente-six personnes; a eu deux décès de choléra le 17 Novembre, 1886, a été repoussé à Tor, et mis en libre pratique le 10 Décembre, 1886. Est entré dans le Canal le 11 Décembre.

"Mount Lebanon," arrivé à Suez le 5 Décembre, 1886, avec un équipage de choléra, trente-deux personnes; a eu trois décès de choléra le 14 Novembre, 1886; a été repoussé à Tor, et mis en libre pratique le 13 Décembre, 1886. Est entré dans le Canal le 14 Décembre.

Ces deux navires n'avaient pas de passagers.

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Inclosure 3 in No. 24.

*Dr. Dickson to Sir W. White.*

*Constantinople, May* 14, 1887.

Sir,

I RETURN herewith, with my best thanks, Sir E. Baring's despatch addressed to your Excellency on the 30th ultimo, and beg to state, in reply to Mr. Miéville's remarks of the 29th ultimo, that I have generally abstained from taking part in discussions held at the Board of Health on Egyptian sanitary matters, and have limited myself to reminding my colleagues that the Egyptian Sanitary Board was not dependent on that of Constantinople.



Notwithstanding that the Constantinople Board acknowledges this principle, still, by raising disparaging discussions with regard to the action of the Egyptian Board, it calls the Porte's attention to it, and suggests the idea that the precautionary measures enforced in Egypt against arrivals from British India are not of a sufficiently stringent nature.

I have, &c.

(Signed) E. D. DICKSON.

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No. 25.

*Mr. Egerton to the Marquis of Salisbury.—(Received August* 20.)

(No. 312. Commercial.)

My Lord,

*Paris, August* 19, 1887.

I HAVE the honour to transmit herewith to your Lordship a copy of a note which I have received from the French Minister for Foreign Affairs in reply to the note in which, in obedience to your Lordship's instructions, Lord Lyons asked the French Government to signify their approval of the proposal that vessels which have to undergo twenty-four hours' observation should be allowed to count as a period of quarantine the time employed in passing through the Suez Canal.

M. Flourens states that the Council of Public Health, to whom the question was referred, while demurring to this proposal, would be disposed to abandon the observation of twenty-four hours altogether, in consideration of certain equivalent guarantees, namely, the presence on board of a doctor, who should be independent of the Navigation Companies, and named by the Government of the country to which the vessel belongs, and the establishment of a disinfecting room.

M. Flourens adds that he is informed by the Minister of Commerce that if Her Majesty's Government would assist in getting these measures put into practice, the French Sanitary Administration would be disposed to remove some of the obstacles to navigation now existing, and to support, especially in regard to the conditions of transit in the Suez Canal, the modifications which it might be proposed to introduce in the Egyptian Regulations.

I have, &c.

(Signed) EDWIN H. EGERTON.

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Inclosure in No. 25.

*M. Flourens to Mr. Egerton.*

Monsieur,

*Paris, le* 17 *Août*, 1887.

PAR une lettre en date du 24 Mars dernier, son Excellence Lord Lyons m'avait entretenu d'une demande, présentée par deux Compagnies de Navigation de Port-Saïd au Conseil Maritime et Quarantenaire International d'Égypte, en vue d'obtenir que les bâtiments soumis à vingt-quatre heures d'observation à leur arrivée à Suez, fussent autorisés, désormais, à entrer immédiatement dans le Canal, la durée du transit étant escomptée dans la période d'observation. En même temps, l'Ambassadeur de Sa Majesté Britannique avait appelé l'attention de mon Département sur cette question, et il m'avait signalé le prix qu'attacherait le Gouvernement Anglais à ce que la demande des Compagnies de Navigation dont il s'agit pût être, le cas échéant, appuyée par le Délégué de la France au Conseil Sanitaire International d'Égypte.

Le Comité Consultatif d'Hygiène Publique de France, que M. le Ministre du Commerce et de l'Industrie avait, sur ma demande, saisi de la proposition des Compagnies, a fait tout d'abord remarquer que les communications dans la traversée du Canal de Suez et, notamment, dans les points de garage, sont à peu près impossible d'empêcher, ainsi qu'il ressort, tant des Rapports des Agents Consulaires en Égypte, que des discussions qui ont eu lieu au sein du Conseil Sanitaire d'Alexandrie. Par suite, l'observation dans la traversée du Canal serait tout à fait illusoire.

D'un autre côté, le Conseil a fait observer que la prescription de l'observation sanitaire doit donner une garantie sanitaire réelle, laquelle ne résulte que de la visite médicale faite après les vingt-quatre heures d'observation. Or, cette visite ne

pourrait se faire si le navire entrait immédiatement dans le Canal, et continuait son voyage avec quelques commis et quelques gardes sanitaires à bord.

Quoi qu'il en soit, d'ailleurs, et, malgré l'importance qu'a, aux yeux de l'Administration Française, la visite médicale, M. le Ministre du Commerce et de l'Industrie a ajouté que le Conseil d'Hygiène Publique serait, le cas échéant, disposé à renoncer à l'observation de vingt-quatre heures, si certaines conditions sanitaires imposées aux navires donnaient à la santé publique des garanties au moins équivalentes. De l'avis des membres du Conseil, ces mesures consisteraient dans la présence à bord d'un médecin indépendant des Compagnies de Navigation, et nommé par le Gouvernement du pays auquel appartient le navire, ainsi que dans l'installation d'une étuve à désinfection.

En terminant, M. Dautresme m'a, du reste, fait savoir que, si le Gouvernement Anglais voulait bien prêter son appui pour obtenir la réalisation de ces mesures auxquelles la Conférence Internationale Sanitaire de Rome a, en principe, donné son approbation, l'Administration Sanitaire Française serait disposée à supprimer une partie des entraves actuellement imposées à la navigation, et à appuyer, notamment, en ce qui concerne les conditions du transit du Canal de Suez, les modifications qu'on pourrait proposer d'apporter aux prescriptions du Règlement Égyptien.

J'ai l'honneur de vous faire part de la communication de M. le Ministre du Commerce et de l'Industrie, et je vous serai obligé de vouloir bien la porter à la connaissance du Gouvernement de Sa Majesté Britannique.

Agréez, &c.
(Signé) FLOURENS.

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No. 26.

*Foreign Office to Board of Trade.*

Sir, *Foreign Office, August* 25, 1887.

I AM directed by the Marquis of Salisbury to transmit to you, to be laid before the Board of Trade, the accompanying copy of a despatch from Her Majesty's Agent and Consul-General in Egypt,* in regard to a proposal that ships which, under existing Regulations, have to undergo twenty-four hours' observation on arriving at the mouth of the Suez Canal, should be allowed to count as "observation" the time employed in passing through the Canal. This proposal has been recommended to the favourable consideration of the Powers interested, and, amongst others, to France. I am now to inclose a despatch giving the answer received from the French Government,† who suggest that ships to secure this privilege should carry a doctor appointed by the State to which the ship belongs, and independent of the owner of the ship, and should further set up a disinfecting room.

It appears to Lord Salisbury that the words, "independent of the ship's owner," to have real significance must mean "not paid by the owner," and, therefore, paid by the State. It would be impracticable for Her Majesty's Government to appoint and pay ships' surgeons; but it might be possible to devise a scheme whereby ships wishing to obtain the privilege in question might carry a surgeon holding a certificate issued by the Board of Trade, and thus in some sort deriving their appointment from Her Majesty's Government; this certificate would be revocable at pleasure, and would be revoked on its being shown that the surgeon holding it had failed in his duty in any matter appertaining to the business of the Quarantine Board, such, for instance, as failing to make known the true state of health of those on board. Such a scheme might give in practice the security sought by the French proposal, and I am therefore to request you to ask the Board of Trade for any suggestions they may have to offer on the subject in case the proposal made in the French note should come up for discussion.

I am, &c.
(Signed) JAMES FERGUSSON.

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* No. 2. † No. 25.



No. 27.

*Board of Trade to Foreign Office.—(Received November* 10.)

Sir *Board of Trade, London, November* 8, 1887.

REFERRING to your letter of the 25th August last, relative to a proposal that ships which, under existing Regulations, have to undergo twenty-four hours' observation on arriving at the mouth of the Suez Canal should be allowed to count as "observation" the time employed in passing through the Canal, I am directed by the Board of Trade to inclose copy of correspondence which has passed between this Department, the Peninsular and Oriental Steam Navigation Company, and the British India Steam Navigation Company on the subject, and to request that you will lay it before the Marquis of Salisbury for his consideration.

The original inclosures which accompanied your letter are herewith returned.

I have, &c.
(Signed) C. CECIL TREVOR.

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Inclosure 1 in No. 27.

*Board of Trade to Peninsular and Oriental Steam Navigation Company.**

Sir, *Board of Trade, London, September* 3, 1887.

I AM directed by the Board of Trade to acquaint you that a proposal has been made by the representatives of the chief Shipping and Navigation Companies at Suez to the effect that ships which have to undergo twenty-four hours' observation should be allowed to count as quarantine the time employed in passing through the Canal; and it has been suggested by one of the European Powers represented on the Quarantine Board that ships, in order to secure this privilege, should carry a doctor appointed by the State to which the ship belongs, and independent of the owner of the ship, and that a disinfecting room should be fitted up on board.

It is understood that, if Her Majesty's Government will assist in getting these measures put into practice, the French Sanitary Administration would be disposed to remove some of the obstacles to navigation now existing, and to support, especially in regard to the conditions of transit in the Suez Canal, the modifications which it might be proposed to introduce into the Egyptian Regulations.

In considering this matter, it has been pointed out that the words, "independent of the owner of the ship," to have real significance must mean "not paid by the owner," and, therefore, paid by the State. It would be impracticable for Her Majesty's Government to appoint and pay ships' surgeons; but as a modification of the above proposal, it has been suggested that a scheme might be devised whereby ships wishing to obtain the privilege in question should carry a surgeon holding a certificate issued by the Board of Trade, and thus in some sort deriving his appointment from Her Majesty's Government, such certificate being revocable at pleasure, and to be revoked upon its being shown that the surgeon holding it had failed in his duty in any matter appertaining to the Quarantine Board, *e.g.*, in neglecting to make known the true state of the health of those on board.

In communicating the above proposals confidentially to the Peninsular and Oriental Steam Navigation Company, I am to request that you will move your Directors to be good enough to favour this Board with any observations or any other proposals which they may have to offer upon the subject.

I am, &c.
(Signed) HENRY G. CALCRAFT.

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* A similar letter was sent to the British India Steam Navigation Company.

Inclosure 2 in No. 27.

*Peninsular and Oriental Steam Navigation Company to Board of Trade.*

Sir, 122, *Leadenhall Street, London, September* 6, 1887.

I BEG to acknowledge the receipt of your letter of the 3rd instant, on the subject of a proposal which has been made to the Board of Trade to the effect that ships which have to undergo twenty-four hours' observation should be allowed to count as quarantine the time employed in passing through the Canal; and that ships, in order to secure this privilege, should carry a doctor appointed by the State to which the ship belongs, and independent of the owner of the ship; and also that a disinfecting room should be fitted up on board.

In reply, I am desired by the Directors to state that, as the British mails are in future to be carried through the Suez Canal, every removal of restriction which will prevent risk of delay in connection with the service ought assuredly to be promoted by Her Majesty's Government.

So far as the mail-steamers are concerned, as they all carry surgeons whose appointments have to be confirmed by the Postmaster-General, it would appear that this condition would bring these officers within the category of Government officers, as implied by the proposed conditions of the sanitary authorities in Egypt, and would render the intervention of the Board of Trade in the case of mail-steamers unnecessary. At the same time, the Directors would see no objection to their surgeons being also approved by the Board of Trade, if the measure adopted in this respect by the Postmaster-General is not considered sufficient.

The Directors would venture, at the same time, to point out that it would be well for Her Majesty's Government to give no countenance to the idea of mail-steamers being delayed under observation when they are ready to pass through the Canal in quarantine and without touching Egypt, when such vessels have not suffered during the voyage from any contagious disease. Any departure from this principle may lead to serious delays in connection with the mail service. It would, therefore, be well to safeguard any general acquiescence in the proposal to count the transit through the Canal as part of the period of observation, by asserting that steamers having mails on board shall be allowed to pass through the Canal direct in quarantine, assuming that they do not communicate with Egyptian territory.

I am, &c.
(Signed) A. M. BETHUNE, *Secretary.*

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Inclosure 3 in No. 27.

*Messrs. Gray Dawes and Co. to Board of Trade.*

Sir, 13, *Austin Friars, London, October* 29, 1887.

REFERRING to your letters on the subject that ships which have to undergo twenty-four hours' observation should be allowed to count as quarantine the time employed in passing through the Canal, provided a doctor appointed by the State is carried, the Directors of the British India Company, at a recent Board meeting, have had the matter before them, and the Secretary now writes as follows:—

"The suggestion communicated in the Board of Trade letter of the 15th ultimo, of a possible way of securing to ships which have to undergo twenty-four hours' observation the privilege that the time occupied in passing through the Canal be allowed to count as time in quarantine seems to the Directors feasible; but they think it would be well to understand that the nomination of the surgeon should remain with the Company for appointment, subject to his passing the necessary examination, in the event that he is not already possessed of the Board of Trade certificate.

"The Directors presume that the 'disinfecting room' will only become a necessary provision in ships when they have been adjudged to quarantine observation, and that any suitable room that is available for conversion will be open for the purpose."

We have, &c.
(Signed) GRAY DAWES AND Co.

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No. 28.

*Foreign Office to Board of Trade.*

Sir, *Foreign Office, November* 17, 1887.

WITH reference to your letter of the 8th instant, I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Board of Trade, the accompanying draft of a despatch, as marked in the margin,* which it is proposed to address to Her Majesty's Minister at Paris, expressing assent to the suggestion of the French Government with regard to quarantine in the Suez Canal; and I am to request that the Marquis of Salisbury may be informed whether the Board concur in the proposed despatch.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 29.

*Board of Trade to Foreign Office.—(Received November* 28.)

Sir, *Board of Trade, London, November* 26, 1887.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 17th instant, transmitting a draft of a despatch which it is proposed to address to Her Majesty's Minister at Paris, expressing assent to the suggestion of the French Government with regard to quarantine in the Suez Canal, and requesting that the Marquis of Salisbury may be informed whether the Board concur in the proposed despatch.

In reply, I am to state, for the information of the Marquis of Salisbury, that the Board of Trade do not object to the principle of the French proposal, viz., that ships which, under existing Regulations, have to undergo twenty-four hours' observation on arriving at the mouth of the Suez Canal should carry a doctor appointed by the State to which the ship belongs, and should further set up a disinfecting room, in order to secure the privilege of counting as "observation" the time employed in passing through the Canal. At the same time, I have to state that the proposal presents a very serious difficulty, as far as British ships are concerned, inasmuch as the Board of Trade are not aware of any Department of the State which has the power to appoint medical officers for the purpose indicated, or has any funds out of which medical men, if appointed by the Government, and independently of ship-owners, could be paid.

I am also to state that the Board would have been content to agree to the proposal of the chief Shipping and Navigation Companies of Suez, which is stated in Sir E. Baring's despatch of the 7th March. The presence of two officers of the Quarantine Board on board would appear to the Board to be sufficient guarantee for the effectual observation of the quarantine.

But to this the French Government object, and it remains to be seen whether, without literally adopting their proposal, the principle of it can be satisfied with the means at the disposal of the British Government. As will be seen from the letter from the Peninsular and Oriental Steam Navigation Company forwarded to the Foreign Office in the letter from this Department of the 8th instant, all mail-steamers carry surgeons, whose appointments are confirmed by a Department of the State—the Post Office—and are therefore liable to be revoked for misconduct. I am also to point out that the appointments of medical officers on board emigrant-ships are subject to the approval of the Emigration Officer under the Board of Trade. Should it, however, be considered more satisfactory that the medical officers appointed and paid by the ship-owners should be furnished with a special certificate instead of a general one, the Board of Trade would be prepared to make the necessary arrangement for that purpose.

The Board would suggest that these facts should be brought to the notice of the French Government, with a view to ascertain whether such medical officers would, in their opinion, come, sufficiently for the purpose proposed, within the

* See No. 30.

category of doctors appointed by the State, and independent of the owners of the ship.

The draft inclosed in your letter is returned herewith.

I have, &c.
(Signed) HENRY G. CALCRAFT.

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No. 30.

*The Marquis of Salisbury to Mr. Egerton.*

(No. 171. Commercial.)

Sir, *Foreign Office, November* 29, 1887.

HER Majesty's Government have had under consideration your despatch No. 312, Commercial, of the 19th August last, respecting the suggestion of the French Government that ships which, under existing Regulations, have to undergo twenty-four hours' observation on arriving at the mouth of the Suez Canal should carry a doctor appointed by the State, and should further set up a disinfecting room, in order to secure the privilege of counting as "observation" the time employed in passing through the Canal.

In reply, I have to state that Her Majesty's Government are prepared to consent, in principle, to the condition proposed by the French Government, and to agree that only such ships shall be admitted to that privilege as shall carry surgeons who hold special certificates from Her Majesty's Government, which certificates will be revocable on account of any failure to observe the Regulations of the Sanitary Board at Alexandria. Her Majesty's Government are prepared also to accede to the further requirement that a disinfecting room be set apart in such vessels as may be adjudged to require quarantine observation.

You will be so good as to make a communication to the French Government in this sense, and, at the same time, express the satisfaction of Her Majesty's Government at their willingness to remove some of the obstacles to navigation now existing, and to support, especially in regard to the conditions of transit in the Suez Canal, the modifications which it may be proposed to introduce in the Egyptian Regulations.

I am, &c.
(Signed) SALISBURY.

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No. 31.

*Consul Cookson to the Marquis of Salisbury.—(Received December* 27.)

(No. 39. Commercial.)

My Lord, *Alexandria, December* 19, 1887.

I HAVE the honour to forward to your Lordship copy of a despatch of Dr. Mackie, dated the 10th instant, reporting that, at a meeting of the Maritime and Quarantine Sanitary Board, the Austrian Delegate, on official information received by him of a cholera epidemic at Madras and Candahar, demanded that the British Delegate should be requested to obtain precise details by telegraph. Dr. Mackie replied that the weekly bulletins from India regularly communicated to the Board were all that was required in the interest of public health.

At the same meeting Dr. Torella, the Italian Representative, was elected in place of Dr. Mackie to serve on the Committee of Finance, and M. Girard, Delegate for France, on the Committee of Discipline.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure in No. 31.

*Dr. Mackie to Consul Cookson.*

Sir, *Alexandria, December* 10, 1887.

I HAVE the honour to report that an ordinary monthly meeting of the Maritime and Quarantine Sanitary Board was held on Tuesday, the 6th instant.

After the minutes of the previous meeting had been read and adopted, a letter from the Austrian Delegate to the President was communicated, stating that the Austrian authorities had received information that a severe epidemic of cholera was prevailing at Madras, Candahar, and other places in the north-west of India, and desiring the President to request the British Delegate to obtain precise information by telegraph. A letter in reply from the President was read, stating that the substance of the above correspondence had been communicated to the British Delegate, who, in reply, had stated that, as Madras was actually in quarantine, he saw no reason, in the interest of public health, for obtaining further information than that supplied regularly to the Board by the weekly bulletins from India. I may here observe that this is an entirely new departure of the Austrian authorities to communicate to the Board their own private information with regard to cholera in India, and to make such a vexatious proposition as to obtain information by telegraph, seeing that the place of most importance implicated, viz., the sea-port Madras, was already in quarantine with Egypt. I am inclined to doubt whether the Austrian authorities ever instructed their Delegate to bring forward the subject at all, as, if so, it could have only been with one object—to prove vexatious to England. I am rather of opinion that the Delegate used the name of the authorities in order to try to cause trouble to the President and British Delegate, as is his invariable custom. The rest of the meeting was occupied in electing Consular Delegates to serve on the Committees of Finance and Discipline for the ensuing year. Dr. Mackie, who had served on the Committee of Finance for three consecutive years, expressed a desire to retire in favour of some Delegate who had not yet had an opportunity of serving. Dr. Torella, Delegate for Italy, was elected, M. Girard, Delegate for France, being elected for the Committee of Discipline.

I have, &c.
(Signed) J. MACKIE.

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No. 32.

*The Marquis of Salisbury to Mr. Phipps.*

(No. 1. Commercial.)

Sir, *Foreign Office, January* 3, 1888.

I INCLOSE, for your information, an extract from the Report by the British Delegate of a recent meeting of the Egyptian Quarantine Board,* at which the Austro-Hungarian Delegate adopted an unusual course of action in bringing before the Board information received by the Austrian authorities with regard to the prevalence of cholera in certain parts of India.

I have to request you to inquire whether this action on the part of the Austro-Hungarian Delegate was authorized by the Imperial and Royal Government.

I am, &c.
(Signed) SALISBURY.

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* See Inclosure in No. 31.

No. 33.

*Sir A. Paget to the Marquis of Salisbury.—(Received January 27.)*

(No. 1. Commercial.)

My Lord, *Vienna, January* 19, 1888.

ON receipt of your Lordship's despatch No. 1, Commercial, of the 3rd instant, I caused a short Memorandum to be drawn up on the subject of the course of action adopted by the Austrian Delegate to the Egyptian Quarantine Board in regard to the existence of quarantine in India, and I took an opportunity of handing it to M. Pasetti, the Under-Secretary of State.

I have now the honour to inclose translation of a Memorandum which has been forwarded to me by M. Pasetti, which appears to me to explain satisfactorily the course followed by the Austrian Delegate, and to hold out hopes that future misunderstandings will be avoided.

I have, &c.
(Signed) A. PAGET.

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Inclosure in No. 33.

*Memorandum.*

(Translation.)

THE Imperial Delegate on the Egyptian Sanitary Council receives information from Austro-Hungarian official sources as to the state of the cholera in India, and not only in Indian ports, but also in the interior.

In view of the importance to Egypt and to the Governments represented on the Council of a verification and mutual control of such news, the Imperial Delegate did not act contrary to his instructions, but in so far according to their spirit as the verifying and mutual supervision of the above news is desirable.

On the other hand, the Imperial and Royal Government has nothing further from its intention than to make any opposition to the English Representative or the English Government.

The Imperial Delegate has therefore been recommended to take up a conciliatory attitude in the treatment of all these questions, and to endeavour, before laying his Reports before the Council, to talk them over with the President in a friendly spirit, as it is assumed that he will be certain to find on the latter's part a corresponding desire to accommodate matters.

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No. 34.

*Foreign Office to Consul Cookson.*

(No. 1. Commercial. Confidential.)

Sir, *Foreign Office, January* 31, 1888.

ON the receipt of your despatch No. 39, Commercial, of the 19th ultimo, the Marquis of Salisbury instructed Her Majesty's Chargé d'Affaires at Vienna to ask the Austro-Hungarian Government whether the action of their Delegate on the Egyptian Maritime Quarantine and Sanitary Board with reference to the question of the existence of cholera in India, as reported in your despatch, was authorized by the Imperial and Royal Government.

I am now directed by his Lordship to inclose, for your confidential information, copy of the reply which has been returned to this inquiry.*

I am, &c.
(Signed) P. CURRIE.

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* Inclosure in No. 33.



No. 35.

*Consul Cookson to the Marquis of Salisbury.—(Received January 31.)*

(No. 1. Commercial.)

My Lord, *Alexandria, January* 16, 1888.

I HAVE the honour to transmit to your Lordship copy of a Report of Dr. Mackie, of the 6th January, of a meeting of the Maritime and Quarantine Sanitary Board, held on the 3rd instant. At this meeting the Board acquiesced in a request of the Peninsular and Oriental Steam Navigation Company that the mail officers travelling by the Company's vessels on the Indian side might be allowed to perform their quarantine at Port Saïd; but they refused to allow a claim of the Austrian Lloyd Company, whose vessels are utilized for carrying mails, to exemption from sanitary dues.

A correspondence between the President and the Council of Ministers respecting the expenses of the Administration was communicated to the Board, and also a letter from the Minister of Finance stating that in future the Ministry will exercise a control over the finances of the Board.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 35.

*Dr. Mackie to Consul Cookson.*

Sir, *Alexandria, January* 6, 1888.

I HAVE the honour to report that a meeting of the Maritime and Quarantine Sanitary Board was held on Tuesday, the 3rd instant.

The President communicated a letter from the agent of the Peninsular and Oriental Company, proposing that the mail officers accompanying the Company's vessels on the Indian side should be allowed to perform their quarantine, when necessary, at Port Saïd instead of Suez, which was agreed to. This change is rendered necessary on account of projected changes in the existing route of the Company's steamers. A letter was also communicated from the agent of the Austrian Lloyd, demanding exemption from sanitary dues and other privileges for a line of the Company's vessels trading to Red Sea ports. He substantiated his claim by a letter from the Egyptian Postmaster-General, stating that these steamers sailed regularly on fixed days, and were in consequence utilized for conveying mails to Red Sea ports.

A discussion ensued as to whether these steamers could be recognized as official mail-steamers for that particular service, though they belonged to a Company subsidized as a Mail Company.

The British Delegate reminded the meeting that when he applied for similar privileges for the Orient line he was obliged to produce official documents to show that the Company was a regularly recognized and subsidized Mail Company on its particular line, and it would be necessary to show that the Austrian Lloyd's steamers were subsidized for conveying mails to ports in the Red Sea, as the Board had often decided that when mail-steamers leave their ordinary route to act as merchant-steamers they cannot be recognized as mail-steamers entitled to privileges. With regard to the term used by the Postmaster-General—"utilized for conveying mails"—the same might be said of several English Companies to which privileges had been refused, several English Companies being utilized to convey mails from Egypt to Malta and Gibraltar.

After some discussion, the request of the Austrian Lloyd's agent was refused.

A letter, dated Cairo, the 8th December, from the President of the Council of Ministers, was communicated, accepting the propositions made in our Budget for 1888 for the Staff of the Administration ("le cadre du personnel"). The Minister further adds, in the last paragraph of his letter, that the expense of lazarets and other expenses ("les dépenses de lazarets et autres") must be borne by the funds of the Administration. However just this may be, the Board still adheres to its determination not to give its funds for the construction of lazarets, and the letter of the Minister, of which I inclose a copy, hardly evoked an observation. A letter was communicated from the Minister of Finance, announcing that the

Ministry of Finance intended to exercise a control over the finances of the Quarantine Board.

I inclose a copy of this communication, also a copy of Mr. Miéville's reply, which was adopted by the Board.

The Delegates simply adopted the President's reply, as there was no distinct statement as to what the control meant.

It was very evident, however, that the European Delegates resented interference, to any large extent, by the Egyptian Government.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 35.

*Nubar Pasha to Mohamed Zeki Pasha.*

M. le Ministre et cher Collègue, *Le Caire, le 8 Décembre*, 1887.

LE Conseil des Ministres a, sur l'avis favorable du Comité des Finances, en date du 7 Novembre dernier, approuvé, dans sa séance du 1er Décembre courant, le cadre du personnel du Conseil Sanitaire, Maritime, et Quarantenaire arrêté à soixante-trois employés et à la moyenne de £ E. 12,510, sous la réserve qu'en aucun cas le total des appointements ne devra dépasser ce chiffre.

Le Conseil, maintenant ses précédentes décisions, a, en outre, décidé que les dépenses de lazarets et autres doivent être imputées sur les revenus même du Conseil Quarantenaire.

Veuillez, M. le Ministre et cher collègue, donner à cette décision la suite voulue, et agréer, &c.

Le Président du Conseil des Ministres,
(Signé) NUBAR.

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Inclosure 3 in No. 35.

*Blum Pasha to Mr. Miéville.*

M. le Président, *Le Caire, le 12 Décembre*, 1887.

J'AI l'honneur de vous remettre, ci-inclus en copie, une décision du Conseil des Ministres, en date du 8 courant, arrêtant le cadre du personnel du Conseil Sanitaire, Maritime, et Quarantenaire à soixante-trois employés, et la moyenne des traitements à £ E. 12,510, sous la réserve que, dans aucun cas, le total des dits traitements ne devra dépasser ce chiffre.

Agréez, &c.
Le Sous-Secrétaire d'État,
(Signé) BLUM.

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Inclosure 4 in No. 35.

*Mohamed Zeki Pasha to Mr. Miéville.*

M. le Président, *Le Caire, le 11 Décembre*, 1887.

DANS sa séance du 1er Décembre courant, le Conseil des Ministres a résolu, suivant la décision dont j'ai l'honneur de vous envoyer ci-joint une copie, que le Ministère des Finances doit exercer un contrôle sur les comptes de l'Administration du Conseil Sanitaire, Maritime, et Quarantenaire.

J'ai chargé en conséquence M. le Directeur-Général de la Comptabilité de se mettre d'accord avec vous sur la manière dont il doit exercer son contrôle et j'espère, M. le Président, que vous voudrez bien lui donner tout votre précieux concours pour lui faciliter l'exécution de sa tâche.

Veuillez, &c.
Le Ministre des Finances,
(Signé) MOHAMED ZEKI.

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Inclosure 5 in No. 35.

*Nubar Pasha to Mohamed Zeki Pasha.*

M. le Ministre et cher Collègue, *Le Caire, le 4 Décembre*, 1887.

LE Conseil des Ministres, après avoir pris connaissance de la note du Comité des Finances en date 15 Novembre dernier, a, dans sa séance du Jeudi, 1er Décembre courant, décidé de soumettre les Administrations suivantes à un contrôle qui serait exercé au moyen de vérification par épreuve faite sur place par des Inspecteurs de Comptabilité désignés par le Ministère des Finances, savoir :—

Tribunaux Mixtes.
Chemins de Fer, Télégraphes, et Port d'Alexandrie.
Domaines de l'État.
Daïra Sanieh.
Conseil Sanitaire, Maritime, et Quarantenaire.

Veuillez, M. le Ministre et cher collègue, donner à cette décision la suite voulue et agréer, &c.

Le Président du Conseil des Ministres,
(Signé) NUBAR.

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Inclosure 6 in No. 25.

*Mr. Miéville to Mohamed Zeki Pasha.*

M. le Ministre, *Alexandrie, le 16 Décembre*, 1887.

J'AI l'honneur d'accuser réception de la lettre de votre Excellence en date du 11 courant, me transmettant la résolution du Conseil des Ministres, que le Ministère des Finances doit exercer un contrôle sur les comptes de l'Administration Sanitaire, Maritime, et Quarantenaire.

Je m'empresse, M. le Ministre, d'assurer votre Excellence, que tout mon concours lui est acquis en tant que le contrôle proposé est conforme aux dispositions contenues dans le Décret Khédivial du 3 Janvier, 1881, réglementant l'organisation des services du Conseil Sanitaire, Maritime, et Quarantenaire.

Dans la prochaine séance du Conseil j'aurai l'honneur de lui communiquer la lettre de votre Excellence et ma réponse.

Veuillez, &c.
Le Président,
(Signé) W. F. MIÉVILLE.

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No. 36.

*The Marquis of Salisbury to Sir A. Paget.*

(No. 5. Commercial.)

Sir, *Foreign Office, January* 31, 1888.

I HAVE received your despatch No. 1, Commercial, of the 19th instant, inclosing the reply of the Austro-Hungarian Government to the inquiry which you made to them on the subject of the action of their Delegate on the Egyptian Quarantine and Sanitary Board in regard to the existence of cholera in India; and I have to request you to express to that Government the satisfaction of Her Majesty's Government at the conciliatory instructions which have been sent to their Delegate.

I am, &c.
(Signed) SALISBURY.

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No. 37.

*Consul Cookson to the Marquis of Salisbury.—(Received February 20.)*

(No. 4. Commercial.)

My Lord, *Alexandria, February* 10, 1888.

WITH reference to your Lordship's despatch No. 1, Commercial, of the 31st ultimo, I have the honour to transmit to your Lordship an extract of a Report, by Dr. Mackie, of a meeting of the Maritime and Quarantine Sanitary Board, in which he points out that the European members of the Board, and in particular the Austrian Delegate, have of late assumed a more conciliatory tone in the discussion of questions in which English interests are concerned.

I have, &c.

(Signed) CHAS. A. COOKSON.

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Inclosure in No. 37.

*Dr. Mackie to Consul Cookson.*

(Extract.) *Alexandria, February* 7, 1888.

I HAVE the honour to report that a meeting of the Maritime and Quarantine Sanitary Board was held to-day.

I may mention that a great change has lately been noticeable in the bearing of some of the European Delegates who have formerly been so obstructive and shown such bitter hostility towards the English members. This is particularly remarkable in the case of the Austrian Delegate, who, for the present, seems to try to be as conciliatory now as he was hostile before.

It is true that no important case affecting English or Indian interests has lately come before the Board, so I cannot judge how far he is prepared to be conciliatory, still it is a great gain for the moment to have the friction removed, and by being left in abeyance for a time it may gradually be forgotten, and some further development of progress may in time be attempted.

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No. 38.

*The Marquis of Salisbury to Sir A. Paget.*

(No. 11. Commercial.)

Sir, *Foreign Office, February* 22, 1888.

WITH reference to my despatch No. 5, Commercial, of the 31st ultimo, I transmit an extract of a Report by Dr. Mackie of a meeting of the Egyptian Maritime and Quarantine Sanitary Board,* in which he points out that the European members of the Board, and in particular the Austrian Delegate, have of late assumed a more conciliatory tone in the discussion of questions in which British interests are concerned.

Her Majesty's Government have received this Report with much satisfaction.

I am, &c.

(Signed) SALISBURY.

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No. 39.

*The Earl of Lytton to the Marquis of Salisbury.—(Received March 17.)*

(No. 111. Commercial.)

My Lord, *Paris, March* 16, 1888.

I HAVE the honour to inclose herewith a copy of the note which Mr. Egerton addressed to the French Minister for Foreign Affairs in compliance with the

* Inclosure in No. 37.



instructions contained in your Lordship's despatch No. 171, Commercial, of the 29th November, on the subject of the modifications which it is proposed to introduce in the Egyptian Sanitary Regulations governing the conditions of transit in the Suez Canal, together with a copy of the reply which I have just received from his Excellency.

In this note M. Flourens states that, after consulting the Committee of Public Sanitation, the French Government are disposed to accept the modification in question under the conditions mentioned.

His Excellency adds that the French Government are of opinion that it would be advisable for the two Governments to come to an agreement as to the terms of the proposal which would be submitted to the Sanitary Board at Alexandria after being communicated to the different Governments represented on that Board, and that, as Her Majesty's Government have taken the initiative in the matter, it belongs to them to put the proposal into shape.

I have, &c.

(In the absence of the Earl of Lytton),

(Signed) EDWIN H. EGERTON.

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Inclosure 1 in No. 39.

*Mr. Egerton to M. Flourens.*

M. le Ministre, *Paris, November* 30, 1887.

I DID not fail to communicate to Her Majesty's Government the note dated the 17th August, in which your Excellency suggested, in lieu of a proposal previously made, that ships which, under existing Regulations, have to undergo twenty-four hours' observation on arriving at the mouth of the Suez Canal should carry a doctor appointed by the State, and should further set up a disinfecting room, in order to secure the privilege of counting as "observation" the time employed in passing through the Canal.

I have now the honour, by direction of Her Majesty's Principal Secretary of State for Foreign Affairs, to inform your Excellency that Her Majesty's Government are prepared to consent in principle to the condition proposed by your Excellency, and to agree that only such ships shall be admitted to that privilege as shall carry surgeons who hold special certificates from Her Majesty's Government, which certificates will be revocable on account of any failure to observe the Regulations of the Sanitary Board at Alexandria. Her Majesty's Government are prepared also to accede to the further requirement that a disinfecting room be set apart in such vessels as may be adjudged to require quarantine observation.

In making this communication to your Excellency, I am instructed to express the satisfaction of Her Majesty's Government at the willingness of the Government of the Republic to remove some of the obstacles to navigation now existing, and to support the modifications which it may be proposed to introduce in the Egyptian Regulations, especially in regard to the conditions of transit in the Suez Canal.

I have, &c.

(Signed) EDWIN H. EGERTON.

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Inclosure 2 in No. 39.

*M. Flourens to the Earl of Lytton.*

M. l'Ambassadeur, *Paris, le* 13 *Mars*, 1888.

A LA date du 17 Août dernier, j'avais donné connaissance à Mr. Egerton des observations présentées par le Comité Consultatif d'Hygiène Publique de France relativement à la demande du Gouvernement de Sa Majesté Britannique tendant à obtenir que les bâtiments soumis à vingt-quatre heures d'observation, à leur arrivée à Suez, fussent autorisés à entrer immédiatement dans le Canal, la durée du transit étant escomptée dans la période d'observation.

Le Comité estimait qu'il était impossible au Gouvernement de la République d'accepter, sur ce point, cette modification du Règlement Égyptien, tant qu'il ne serait pas donné à la santé publique des garanties sérieuses, consistant notamment

dans l'installation, à bord, d'étuves à désinfection, ainsi que dans la présence d'un médecin indépendant des Compagnies de Navigation et nommé par le Gouvernement du pays auquel appartient le navire.

En réponse à cette lettre, Mr. Egerton, par une note en date du 30 Novembre dernier, avait annoncé à mon Département que le Gouvernement de Sa Majesté Britannique était disposé à se rallier, en principe, à la manière de voir du Gouvernement de la République et à admettre, en conséquence, que le traitement privilégié dont il s'agit ne serait appliqué qu'aux navires munis d'étuves à désinfection et ayant à bord des médecins qui seraient munis de commissions spéciales par les autorités Britanniques.

Je m'étais empressé, M. l'Ambassadeur, de faire part de cette communication à M. le Ministre du Commerce. Le Comité d'Hygiène Publique a été appelé de nouveau à examiner la question, et conformément à l'avis émis par ce Comité, le Gouvernement de la République est disposé à accepter les modifications dont il s'agit dans les conditions indiquées.

Je prie votre Excellence de vouloir bien porter cette réponse à la connaissance du Principal Secrétaire d'État.

Dans la pensée du Gouvernement Français, il conviendrait que les deux Gouvernements se missent d'accord sur les termes de la proposition qui devrait être soumise aux délibérations du Conseil Sanitaire International d'Alexandrie, et qui aurait été préalablement communiquée aux divers Gouvernements représentés dans ce Conseil. Le Cabinet de Londres ayant pris l'initiative des nouvelles mesures, il paraîtrait lui appartenir de formuler la rédaction de la proposition.

Agréez, &c.
(Signé) FLOURENS.

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## No. 40.

*The Marquis of Salisbury to the Earl of Lytton.*

(No. 58. Commercial.)

My Lord, *Foreign Office, March* 27, 1888.

IN reply to your despatch No. 111, Commercial, of the 16th instant, respecting the proposed modification of the Egyptian Sanitary Regulations governing the conditions of transit through the Suez Canal, I have to observe that though the original proposal emanated from Her Majesty's Government, it has since been altered by the amendments of the French Government to so great an extent—especially the suggestion of the establishment of disinfecting rooms—that though the British Delegate on the Egyptian Maritime Quarantine and Sanitary Board would be instructed to accept the proposal in its modified form, it would hardly be consistent with the views entertained by Her Majesty's Government on the efficacy of disinfection to bring forward the proposal as their own.

I have to request your Excellency to suggest to the French Government to endeavour to obtain the adhesion of the other foreign Governments concerned to the proposal as modified by them, and to instruct their Delegate to move in the matter at an early meeting of the Egyptian Board, when the British Delegate will be found ready to support the motion.

I am, &c.
(Signed) SALISBURY.

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## No. 41.

*The Earl of Lytton to the Marquis of Salisbury.—(Received March* 31.)

(No. 129. Commercial.)

My Lord, *Paris, March* 30, 1888.

I HAVE the honour to inform your Lordship that I have this day addressed a note to the French Government in the terms of your Lordship's despatch No. 58, Commercial, of the 27th instant, on the subject of the proposed modifications of the Egyptian Sanitary Regulations governing the conditions of transit through the Suez Canal.

I have, &c.
(Signed) LYTTON.

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## No. 41*.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 6. Commercial.)

Sir, *Foreign Office, April* 5, 1888.

WITH reference to my despatch No. 6, Commercial, of the 21st March, 1887, I transmit herewith, for your information and guidance, copies of correspondence, as noted in the margin,* respecting the proposed modification of the Egyptian Sanitary Regulations governing the conditions of transit through the Suez Canal; and I have to draw your attention to the last paragraph in my despatch No. 58, Commercial, of the 27th ultimo, to Her Majesty's Ambassador at Paris, and to request you to instruct Dr. Mackie accordingly.

I am, &c.
(Signed) SALISBURY.

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## No. 42.

*Consul Cookson to the Marquis of Salisbury.—(Received April* 9.)

(No. 7. Commercial.)

My Lord, *Alexandria, March* 31, 1888.

I HAVE the honour to forward to your Lordship copy of a letter from Dr. Mackie, dated the 27th instant, informing me of a decision of the Quarantine Board by which the steam-ship "Astronomer," on which a case of cholera occurred at Calcutta twenty-five days before her arrival at Suez, was allowed to pass the Canal in quarantine. Dr. Mackie calls attention to the important fact that on this occasion the Austrian and German Delegates voted with the majority, composed mainly of Egyptian members of the Board, in favour of the transit; and he expresses his opinion that, if the cholera mortality continues to increase at Calcutta, quarantine will be imposed against arrivals from that port.

I have, &c.
(Signed) CHAS. A. COOKSON.

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### Inclosure 1 in No. 42.

*Dr. Mackie to Consul Cookson.*

Sir, *Alexandria, March* 27, 1888.

I HAVE the honour to inclose, for your information, the decision of the Quarantine Board with regard to the British steamer "Astronomer," which has been allowed, by the vote of the majority of the Delegates, to transit the Canal in strict quarantine.

During the stay of this vessel at Calcutta on the 23rd February a fireman was taken with cholera and landed in hospital, where he died next day. This occurred twenty-five days before the vessel's arrival at Suez, and the health on board afterwards was perfect.

Notwithstanding these favourable conditions, the majority of the European Delegates voted against the vessel being allowed to transit the Canal. You will observe, however, that the Austrian and German Delegates have, on this occasion, voted for allowing the vessel to transit at once in quarantine—a line of procedure very different from that usually adoped by these two Delegates.

The observation of Dr. Catelan, Sanitary Physician of France, has reference to the increasing cholera mortality in Calcutta. If the mortality continues increasing as it has done of late according to the Returns received, I have no doubt quarantine will be imposed.

I have, &c.
(Signed) J. MACKIE.

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* Nos. 25, 30, 39, and 40.

Inclosure 2 in No. 42.

*Mr. Miéville to the Quarantine Board.*

Messieurs, *Alexandrie, le 20 Mars*, 1888.

J'AI l'honneur de vous transmettre la dépêche que je viens de recevoir de l'Office Sanitaire de Suez :—

"Vapeur Anglais 'Astronomer' parti Calcutta 29 Février, destination Londres ; équipage trente-sept. Pendant séjour Calcutta, 23 Février, un chauffeur a été débarqué à hôpital, où il décéda le lendemain par choléra. Suivant déclaration médecin hôpital. Effets décédé débarqués Calcutta. Pendant traversée santé bord parfaite. Ai suspendu pratique. Prière câbler instructions."

(Signé) "FERRARI."

Considérant que le décès a eu lieu à terre, et que la santé du bord a été parfaite, je vous demande, Messieurs, si vous autorisez le steam-ship "Astronomer" de transiter le Canal en état de quarantaine.

Veuillez, &c.
Le Président,
(Signé) W. F. MIÉVILLE.

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Inclosure 3 in No. 42.

*Decision.*

*Pour le Transit en Quarantaine.*

MM. le Dr. Torella (Italy).
C. Sidarouss (Belgium).
A. Caillard (Egypt).

Je me permets d'observer que je ne vois aucune raison de mettre le navire en quarantaine. Vingt-cinq jours sont passés depuis qu'un homme, qui n'était pas à bord, est mort de choléra.—A. C.

MM. Blomfield (Egypt).
Morice Pacha (Egypt).
Mackie (England).
Wacil (Egypt).
le Dr. Klodzianowski (Austria).
Kulp (Germany).
Ardouin (Egypt).
Miéville (Egypt).
le Dr. Varenhorst (Egypt).

*Contre.*

MM. le Dr. Castaldi (Turkey).
De Williers (Russia).
Massa (Portugal).
Pally (Denmark).
Minotto (Sweden and Norway).
Demeck (Holland).
P. Girard (France).
Anninos (Greece).

N'ayant que le droit consultatif, je fais aussi observer que les derniers bulletins de Calcutta annoncent cinquante décès par semaine, et qu'il y a danger à laisser transiter en quarantaine un navire qui a eu un homme atteint à bord. — Dr. Catelan.)

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No. 43.

*Consul Cookson to the Marquis of Salisbury.—(Received May 7.)*

(No. 9. Commercial.)

My Lord, *Alexandria, April* 28, 1888.

I HAVE the honour to transmit to your Lordship a copy of the Report of the Inspector-General of the Quarantine Board (dated the 7th March) on a recent visit of inspection to the quarantine stations on the Suez Canal. The Report contains statistics as to the shipping during the year 1887, and remarks favourably on the improved condition of the service.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 43.

*Dr. Ardouin Bey to Mr. Miéville.*

M. le Président, *Port-Saïd, le 7 Mars*, 1888.

DÈS mon arrivée à Port-Saïd, j'ai commencé mon inspection par la vérification de la caisse et des registres de l'Office Sanitaire, que j'ai trouvés en ordre et à jour. J'ai constaté que les bureaux sont bien tenus; que l'ordre et la discipline sont meilleurs qu'autrefois.

Je ne reviendrai pas sur les conditions particulières que présente Port-Saïd, au point de vue du mouillage des navires en libre pratique et en quarantaine, de l'espace qui leur est laissé, &c.; ce sujet a été traité plusieurs fois dans mes Rapports précédents. En général, les navires ne s'arrêtent à Port-Said que pour faire des vivres et du charbon, ils n'y séjournent pas comme à Alexandrie, et n'ont pas, si ce n'est exceptionnellement, à y escompter la quarantaine, ainsi qu'ils le font à l'extrémité sud du Canal aux Sources de Moïse.

Pendant l'année 1887, le mouvement de la navigation à Port-Saïd se décompose de la manière suivante :—

NAVIRES venant de la Méditerranée.

| | |
|---|---|
| Vapeurs .. .. .. .. .. .. .. | 2,366 |
| Voiliers .. .. .. .. .. .. .. | 835 |

De ces 2,366 navires à vapeur, 2,350 sont arrivés en libre pratique, parmi lesquels 782 sont repartis pour la Méditerranée et 1,568 sont entrés dans le Canal en libre pratique; 16 sont arrivés en quarantaine, parmi lesquels un seul a purgé sa quarantaine avant d'entrer dans le Canal en libre pratique; les 15 autres ont transité le Canal en quarantaine.

Les 835 voiliers se divisent en 833 arrivés en libre pratique, dont 830 sont repartis pour la Méditerranée et 3 sont entrés dans le Canal, 2 arrivés en quarantaine et repartis pour la Méditerranée après avoir subi vingt-quatre heures en quarantaine.

NAVIRES venant du Canal.

(Extrait du Tableau du Mouvement de la Navigation à Suez.)

| | |
|---|---|
| Voiliers en libre pratique .. .. .. .. .. .. .. | 2 |
| Vapeurs .. .. .. .. .. .. .. | 1,553 |

Dont 1,538 en libre pratique et 15 en quarantaine.

MOUVEMENT Général de la Navigation à Port-Saïd pour l'Année 1887.

| | | |
|---|---|---|
| Navires à vapeur— | | |
| Venant de la Méditerranée .. .. .. .. .. | 2,366 | |
| „ du Canal .. .. .. .. .. .. | 1,553 | |
| | | 3,919 |
| Bâtiments à voile— | | |
| Venant de la Méditerranée .. .. .. .. .. | 835 | |
| „ du Canal .. .. .. .. .. .. | 2 | |
| | | 837 |
| Total .. .. .. .. .. .. | | 4,756 |

Dans ce nombre sont compris, ainsi que je l'ai déjà indiqué, 31 navires à vapeur en quarantaine: 16 venant de la Méditerranée, 15 du Canal, et 2 voiliers en quarantaine.

Les arrivages en libre pratique se répartissent sur les douze mois de l'année sans de grandes différences. Quant aux navires en quarantaine venant de la Méditerranée—

2 sont arrivés en Mars.
1 „ „ Août.
5 „ „ Septembre.
4 „ „ Octobre.
4 „ „ Novembre.

*N.B.*—En Mars les provenances de Sicile ont été soumises en Égypte à trois jours d'observation quarantenaire.

A partir du mois de Juillet les provenances de Sicile, d'une partie du littoral Italien et de Malte ont été successivement frappées de quarantaine.

Les navires de provenance brute arrivant à Port-Saïd, soit de la Méditerranée pour transiter en quarantaine par le Canal, soit du Canal pour la Méditerranée, ne peuvent prendre des vivres ou du charbon, sous surveillance quarantenaire, que pendant le jour; les derniers ne peuvent, de même, débarquer que de jour les officiers sanitaires chargés de la surveillance à bord pendant le transit du Canal. Ces dispositions ont pour but d'assurer la stricte application de la quarantaine.

J'ai visité, à Port-Saïd, les deux petits lazarets flottants sur lesquels les pilotes et les employés sanitaires du transit escomptent leur quarantaine. Ces chalands ont été construits par la Compagnie du Canal, et lui appartiennent; ils sont très bien aménagés, très confortables. Ils réunissent, en outre, les conditions de propreté et d'isolement nécessaires.

*Des Parcs à Bestiaux de Port-Saïd.*—La concession faite par le Domaine Commun du terrain sur lequel se trouvent actuellement les parcs quarantenaires, touchant à sa fin, et ne devant pas être renouvellée, j'ai cherché, de concert avec son Excellence le Gouverneur-Général du Canal, un autre terrain suffisamment éloigné de la ville mais à proximité de l'abattoir. J'en ai trouvé un appartenant exclusivement au Gouvernement Égyptien, d'une superficie de 3,000 mètres carrés environ, par conséquent plus étendu que celui que nous occupons, bien situé et réunissant toutes les conditions désirables. Le Gouverneur-Général est prêt à la mettre à la disposition de l'Administration Quarantenaire dès qu'il en aura reçu l'ordre de son Excellence le Ministre de l'Intérieur. Il n'y a donc plus qu'à remplir cette formalité, le Ministre ayant déjà accepté en principe la mise à la disposition du Conseil d'un lot de terrain qui puisse lui convenir. Il y aura, en outre, à s'entendre avec le Gouvernement pour l'installation des hangars et la pose des conduites d'eau sur ce nouveau terrain de tout point préférable à celui que nous avons occupé jusqu'ici.

Veuillez, &c.

L'Inspecteur-Général,

(Signé) DR. ARDOUIN.

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Inclosure 2 in No. 43.

*Dr. Ardouin Bey to Mr. Miéville.*

M. le Président, *Suez, le* 11 *Mars*, 1888.

J'AI l'honneur de vous faire connaître le résultat de mon inspection à Ismaïlia et à Kantara.

*Ismaïlia.*—Pendant l'année 1887, pas un seul des navires qui ont transité le Canal en quarantaine, soit de jour, soit de nuit, ne s'est arrêté à Ismaïlia; il est très rare, aussi, qu'un navire en libre pratique y jette l'ancre, et dans ce cas, il mouille au loin, dans le Lac Timsah. Le poste sanitaire d'Ismaïlia est donc de peu d'importance en ce qui concerne la navigation (fait déjà signalé dans quelques-uns de mes Rapports); mais il a été créé, surtout, pour empêcher que les animaux venant d'Asie en Égypte ne franchissent le Canal par le bac du Coubri ou chantier No. 6 auprès d'Ismaïlia.

D'après nos Règlements, les animaux venant de l'étranger ne peuvent traverser le Canal, pour pénétrer en Égypte, qu'en deux endroits seulement: Kantara et Suez, où nous avons des médecins vétérinaires et des parcs quarantenaires. La Compagnie du Canal passe, en ces deux points, les animaux d'une rive à l'autre, au moyen de plusieurs grands pontons; elle n'a, en outre, sur tout le parcours du Canal, qu'un petit bac au chantier No. 6 pour le va-et-vient des chameaux qui vont charger du bois et des pierres aux plateaux dits des morts et des hyènes, sur la côte Asie, à une assez courte distance d'Ismaïlia. Les animaux affectés aux dits transports font un ou deux voyages par jour.

Le passage du Canal au Coubri n'est permis qu'à cette catégorie d'animaux. Leurs propriétaires se munissent, au poste sanitaire, d'une autorisation mentionnant le nombre et l'espèce de bêtes qu'ils emploient; ils présentent cette autorisation au gardien sanitaire de service au bac, chaque fois qu'ils veulent franchir le Canal, tant à l'aller qu'au retour; les préposés de la Compagnie, aussi bien que le gardien sanitaire, ne laissent passer que les animaux ainsi autorisés à circuler et dressent un état journalier de ce mouvement.



L'interdiction d'introduire en Égypte, par le Coubri, des animaux venant de Syrie a été, à plusieurs reprises, de la part des habitants de la contrée et de la part du Gouverneur-Général du Canal, l'objet de réclamations auxquelles l'Administration Quarantenaire n'a pas cru devoir faire droit, jusqu'ici, dans la crainte de multiplier les campements quarantenaires affectés aux animaux de provenance étrangère et de s'imposer de nouveaux frais. Il eut fallu, en effet, si la demande avait été favorablement accueillie, ajouter une quatrième station avec parcs à bestiaux, personnel spécial, &c., à celles de Kantara, de Suez, et d'El-Arisch, que nous avons déjà. J'examinerai plus loin s'il n'y aurait pas lieu de revenir sur la question et de modifier l'état de choses actuel sans augmenter les dépenses de l'Administration.

Quoiqu'il en soit, j'ai constaté que la défense de laisser pénétrer des animaux étrangers en Égypte, par le Coubri, est strictement observée: du 1er Janvier au 31 Décembre, 1887, vingt-quatre chameaux seulement ont franchi le Canal par le bac du Coubri, pour se rendre en Asie, d'où ils ne sont pas revenus, du moins par cette voie, et soixante-quinze voyages (aller et retour), ont été effectués par quelques chameaux employés aux transports et accompagnés d'un permis de circulation. Aucun animal étranger n'a traversé d'Asie en Égypte. J'ai contrôlé ces chiffres au moyen de la statistique dressée par la Compagnie du Canal et obligeamment mise à ma disposition par M. l'Ingénieur-en-chef Lemasson.

A Ismaïlia, les permis de circulation sont délivrés gratuitement par l'Agent Sanitaire, parce que les voyages que font les animaux pour aller chercher de la pierre ou du bois, s'accomplissent, bien qu'il faille franchir le Canal, sur le territoire Égyptien, dans la circonscription d'Ismaïlia et à distance de la frontière.

*Kantara.*—Kantara dont l'office et le parc quarantenaire sont situés sur la rive Asie du Canal Maritime était autrefois la principale route suivie par les caravanes de chameaux, de chevaux, et de mulets, qui se rendent de Syrie en Égypte; mais depuis l'année 1885, cette voie est moins fréquentée que celle de Suez.

Il en est de même d'El-Arisch où les passages d'animaux sont, pour les deux dernières années et surtout pour 1887, de beaucoup inférieurs à ceux des années précédentes. Cette indication fournie par les pièces de comptabilité et par les rapports journaliers de l'Agence Sanitaire d'El-Arisch est confirmée par l'examen des registres du poste de Kantara où passent, en général, pour entrer en Égypte, les animaux venant d'El-Arisch, soit qu'ils y aient déjà subi la quarantaine et qu'ils arrivent escortés par des gardiens sanitaires, soit qu'ils escomptent leur quarantaine à Kantara. Dans un cas comme dans l'autre, ils sont examinés par le Médecin Vétérinaire du poste, avant de pouvoir traverser le Canal. Aucune manifestation de maladie épizootique n'a été constatée à Kantara pendant l'année 1887.

*Du Service Quarantenaire concernant les Animaux de Provenance étrangère qui arrivent en Égypte par la Frontière d'Asie.*

Une très notable partie des animaux de provenance Asiatique ne se rend, depuis deux ans, ni à El-Arisch ni à Kantara, mais se dirige sur Suez. Cela tient sans doute à ce que leurs propriétaires trouvent actuellement, dans cette dernière ville, le débouché le plus favorable, et à ce qu'ils se sont rendu compte qu'il leur est inutile et même désavantageux de passer préalablement par El-Arisch, avant de se diriger vers Suez, ainsi qu'ils le faisaient autrefois.

Quelles qu'en soient les causes, il est certain que le poste avancé d'El-Arisch, complètement isolé, à quatre journées de marche, à chameau, du Canal, est moins fréquenté par les caravanes que par le passé, et que ses recettes ont sensiblement diminué; en outre, il n'est d'aucune utilité pour la protection du bétail Égyptien contre la contagion venant du dehors, puisque tout animal de provenance Asiatique est nécessairement, alors même qu'il a passé par El-Arisch, arrêté, visité, soumis aux mesures quarantenaires, à son arrivée au Canal Maritime, ligne de frontière naturelle et vraiment protectrice au point de vue qui nous occupe. C'est donc là, sur le Canal qui limite l'Égypte habitée, cultivée, que doit s'exercer la surveillance, et non au delà, en plein désert.

Aussi, après avoir étudié la question, je n'hésite pas à proposer la suppression de l'Agence Sanitaire d'El-Arisch et la création d'une Agence du même ordre à Ismaïlia (chantier No. 6). En d'autres termes, je demande le transfert de l'Agence d'El-Arisch à Ismaïlia.

L'ouverture de cette nouvelle voie facilitera aux caravanes l'accès de la partie inférieure du Delta, donnera satisfaction aux vœux exprimés par les marchands d'animaux, par la population d'Ismaïlia, ainsi que par les autorités administratives

du Canal Maritime, et n'occasionnera aucune augmentation de dépenses, puisque nous continuerons à n'avoir que trois postes de surveillance du côté de l'Asie. Au lieu d'être placés comme ils le sont actuellement, deux sur le Canal et un au loin, dans le désert, ils seront tous les trois placés sur la ligne de démarcation et de protection naturelle formée par le Canal. Je viens de dire que ce changement ne sera pas onéreux pour le Conseil; il donnera même lieu à une légère économie, le poste d'Ismaïlia n'étant pas à créer entièrement mais devant seulement augmenter d'importance, tandis que l'Agence d'El-Arisch serait complètement supprimée.

Bien que le passage des caravanes ait aussi diminué à Kantara, la situation même de ce poste placé à la fois sur le Canal Maritime et sur une voie de communication qui n'en reste pas moins suivie dans une certaine mesure, rend son maintien nécessaire.

Veuillez, &c.
L'Inspecteur-Général,
(Signé) DR. ARDOUIN.

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Inclosure 3 in No. 43.

*Dr. Ardouin Bey to Mr. Miéville.*

M. le Président, *Alexandrie, le 20 Mars*, 1888.

JE n'ai aucune remarque à faire sur la marche du service à l'Office Sanitaire de Suez.

Je vous donne, comme je l'ai fait pour Port-Saïd, le relevé du mouvement des navires à Suez pendant l'année 1887 :—

NAVIRES venant de la Mer Rouge.

| | |
|---|---|
| Vapeurs .. .. .. .. .. .. .. | 1,631 |
| Voiliers .. .. .. .. .. .. .. | 107 |

De ces 1,631 navires à vapeur, 1,514 sont arrivés en libre pratique, parmi lesquels 78 sont repartis pour la Mer Rouge et 1,436 sont entrés dans le Canal; 117 sont arrivés en quarantaine, parmi lesquels 102 ont escompté une quarantaine de vingt-quatre heures, avant d'entrer en libre pratique dans le Canal, et 15 ont transité le Canal en quarantaine.

Les 107 bâtiments à voile sont tous en libre pratique; 2 d'entre eux sont entrés dans le Canal, les 105 autres sont repartis pour la Mer Rouge.

NAVIRES venant du Canal.

| | |
|---|---|
| Vapeurs .. .. .. .. .. .. .. | 1,584 |

Dont 1,569 en libre pratique et 15 en quarantaine.

MOUVEMENT Général du Port de Suez.

| | | |
|---|---|---|
| Navires à vapeur— | | |
| Venant de la Mer Rouge .. .. .. .. .. | 1,631 | |
| „ du Canal .. .. .. .. .. .. | 1,584 | |
| | | 3,215 |
| Batiments à voile— | | |
| Venant de la Mer Rouge .. .. .. .. .. | 107 | |
| „ du Canal .. .. .. .. .. .. | 3 | |
| | | 110 |
| Total .. .. .. .. .. .. | | 3,325 |

Dans ce nombre sont compris, comme il a été indiqué plus haut, 132 navires à vapeur en quarantaine, 15 venant du Canal et 117 de la Mer Rouge; parmi ces derniers, 15 ont transité le Canal en quarantaine; 10 dans les conditions ordinaires, 5 par décision spéciale du Conseil.



Il est facile, en éliminant de ce Tableau et de celui que j'ai donné pour Port-Saïd, les navires repartis sans entrer dans le Canal, de résumer le mouvement du transit par le Canal maritime.

TRANSIT.

| | |
|---|---|
| De Port-Saïd à Suez— | |
| Navires en libre pratique .. .. .. .. .. .. | 1,569 |
| „ quarantaine .. .. .. .. .. .. | 15 |
| De Suez à Port-Saïd— | |
| Navires en libre pratique .. .. .. .. .. .. | 1,538 |
| „ quarantaine .. .. .. .. .. .. | 15 |
| Total .. .. .. .. .. .. .. | 3,137 |

Le chiffre donné par les bulletins de la Compagnie du Canal est le même.

N.B.—Je n'ai pas, ici, tenu compte des bâtiments à voile, leur nombre étant tout à fait insignifiant: cinq dans toute l'année.

A Suez, autrefois, tous les navires étaient arraisonnés en pleine rade, après qu'ils y avaient jetté l'ancre; aujourd'hui, conformément à une décision prise récemment par le Conseil, ceux qui doivent s'amarrer à Port-Tewfik, à l'entrée du Canal, ne mouillent plus en rade et on les arraisonne pendant qu'ils sont encore en marche, mais en marche ralentie et avant qu'ils aient complètement quitté la rade pour s'engager dans le chenal de Port-Tewfik. Jusqu'ici, ce nouveau mode de procéder n'a pas présenté d'inconvénients, si ce n'est exceptionnellement, lorsque le temps est très mauvais; dans ce cas les navires jettent l'ancre, la mesure dernièrement adoptée peut donc être maintenue.

J'ai déjà fait connaître que le quai donnant accès à l'Office Sanitaire est difficile à accoster par les canots à vapeur et même dangereux, pour peu que la mer soit forte. Cet inconvénient est devenu plus grave depuis que le service de nuit a été établi à Suez; en effet, les agents des navires qui demandent l'arraisonnement de nuit sont tenus de venir prendre l'Agent Sanitaire pour le mener à bord, ce qu'ils ne peuvent faire sans risquer d'avarier leurs embarcations.

Il est donc urgent d'avoir un débarcadère devant l'Office Sanitaire; l'importance que le service de nuit est appelé à prendre, à mesure que le nombre des navires se servant de la lumière électrique augmentera, nous en font une stricte obligation.

Il n'est pas nécessaire de construire un môle ou une jettée en maçonnerie, mais seulement une plateforme en bois établie sur un pilotis de rails.

A la demande qui lui avait été adressée, il y a longtemps déjà, par l'Administration Quarantenaire, le Ministère des Travaux Publics avait répondu qu'il ferait exécuter ce travail, mais rien n'a été commencé. Dans le cas où la dépense, laquelle, d'après les renseignements que j'ai pris, s'élèverait, à £ E. 350 au maximum, ne serait pas imputable au Budget du Ministère pour l'année courante, elle pourrait être faite par le Conseil Quarantenaire, sauf à être portée au compte du Gouvernement pour l'Exercice prochain.

*Sources de Moïse.*—Je me suis rendu aux Sources de Moïse où j'ai trouvé le petit lazaret, la chambre à lessivage, et le magasin en bon état, ainsi que le linge et le mobilier. J'ai pu me convaincre que l'employé qui en a la garde avec deux gardiens sanitaires sous ses ordres se tient à son poste.

Veuillez, &c.
L'Inspecteur-Général,
(Signé) DR. ARDOUIN.

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No. 44.

*Consul Cookson to the Marquis of Salisbury.—(Received May 14.)*

(No. 11. Commercial.)

My Lord, *Alexandria, May 7, 1888.*

I HAVE the honour to transmit herewith copy of Dr. Mackie's Report, dated the 3rd instant, on the meeting of the Maritime and Quarantine Sanitary Board held on the 1st instant. At this meeting administrative questions only were discussed.

I have, &c.

(Signed) CHAS. A. COOKSON.

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Inclosure in No. 44.

*Dr. Mackie to Consul Cookson.*

Sir, *Alexandria, May 3, 1888.*

I HAVE the honour to report that a meeting of the Maritime and Quarantine Sanitary Board was held on Tuesday, the 1st instant.

The first question on the order of the day was a communication from the Delegate of Holland, requesting that the steamers of the "Rotterdamsche Lloyd" should be recognized as mail-steamers, and should be accorded the same privileges as other mail-steamers, viz., exemption from sanitary dues, &c.

A little discussion ensued as to whether this was a regular mail line or simply steamers availed of to carry mails.

The President said that, although the official mail contract had not been sent to the Board, he had been assured officially that it is a regular mail line under contract with the Dutch Government.

On this assurance the Board agreed to grant it the privileges enjoyed by mail-steamers.

The other questions on the order of the day were of an administrative nature.

The President proposed that the steam-launch lately supplied to the Sanitary Agent at Alexandria, to facilitate the boarding of vessels, should be sold. His reasons for proposing this were the great expense of keeping it up, and the little real use for it now that with the great improvements in harbour accommodation most of the vessels go alongside quays instead of having to be boarded in an almost open roadstead, as formerly.

The Delegates were all of opinion that no useless expense ought to be incurred at present until the effect of the abolition of the disinfection dues is seen.

It was decided to expose the launch for sale, and substiute a good row-boat, which will be amply sufficient for the work. The Board also accepted a proposal to transfer the present Sanitary Office of El-Arisch to Ismaïlia as soon as a suitable place is supplied for it. The reason for this transfer is stated in the last Report of the Inspector-General, which I lately had the honour to forward to you.

I have, &c.

(Signed) J. MACKIE.

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No. 45.

*Peninsular and Oriental Steam Navigation Company to Foreign Office.—(Received June 9.)*

Sir, 122, *Leadenhall Street, London, June 8, 1888.*

THE Directors request me to ask whether there is any prospect of ships coming through the Suez Canal from the East and from so-called infected ports (but which ships are free from contagious disease) being allowed to count the duration of their passage through the Canal towards the period of twenty-four hours' observation to which they have to submit before being allowed to communicate with Egypt.

The question is one which has been frequently before the Sanitary Council in Egypt, and it is understood by the Directors that there is a general disposition among the Powers to allow this arrangement to take effect. Nothing, however, has actually been done in this direction.

Inasmuch as the English mails are now conveyed exclusively through the Canal, and as passengers travelling by these steamers frequently desire to land in Egypt, it would afford a double facility, viz., for the rapid transit of mails and convenience of passengers landing in Egypt, if the arrangement above referred to were to be carried into effect, and the duration of the Canal passage allowed to count as part of the twenty-four hours' observation to which mail-steamers frequently have to submit.

I have, &c.

(Signed) A. M. BETHUNE, *Secretary.*

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No. 46.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 11. Commercial.)

Sir, *Foreign Office, June 12, 1888.*

WITH reference to my despatch No. 6, Commercial, of the 5th April, I have to state that I should be glad to learn the present position of the negotiations on the proposal that time passed in transit through the Suez Canal should, in certain circumstances, count as "observation;" and to be informed what prospect there appears to be of the proposal in question being adopted.

I am, &c.

(Signed) SALISBURY.

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No. 47.

*Foreign Office to Peninsular and Oriental Steam Navigation Company.*

Sir, *Foreign Office, June 12, 1888.*

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 8th instant respecting the proposal that time passed in transit through the Suez Canal should, in certain circumstances, count as "observation." In reply, I am to state that Her Majesty's Agent and Consul-General at Cairo has been instructed to report on the present state of the negotiations on this subject.

I am, &c.

(Signed) JAMES FERGUSSON.

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No. 48.

*Sir E. Baring to the Marquis of Salisbury.—(Received July 7.)*

(No. 15. Commercial.)

*Cairo, June* 28, 1888.

My Lord,

ON receipt of your Lordship's despatch No. 11, Commercial, of the 12th instant, I communicated with Mr. Burrell, and have now the honour to inclose a copy of his reply.

Dr. Mackie is now in England; I would suggest the desirability of his being consulted on the subject.

I take this opportunity of mentioning that a few days ago Count Wass, the Acting Austrian Consul-General, called on me and said that M. de Rösty, who is now at Vienna, had made a Report to his Government on the subject of quarantine, and that he had been instructed to ask me on what conditions Her Majesty's Government were prepared to discuss the question of reorganizing the Quarantine Board. I replied that, beyond stating in general terms that Her Majesty's Government attached great importance to the free passage of ships in quarantine through the Canal, I was not prepared to give any definite answer to this question; and I suggested that if the Austrian Government wished to move in the matter, the best plan would be for the Austrian Ambassador in London to obtain an expression of the views of Her Majesty's Government.

I have, &c.

(Signed) E. BARING.

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Inclosure in No. 48.

*Acting Consul Burrell to Sir E. Baring.*

*Alexandria, June* 27, 1888.

Sir,

I HAVE the honour to acknowledge receipt of your despatch of the 22nd instant, inclosing copy of a despatch from Lord Salisbury on the subject of the transit of ships in quarantine through the Suez Canal.

As Dr. Mackie is absent on leave, I have not been able to obtain the required information from him, but I have ascertained that no notice has as yet been given by the French Delegate of any proposal to the effect that time passed in transit through the Suez Canal should, in certain circumstances, count as "observation."

As regards the prospect of the proposal in question being adopted, I can only gather that, if the French Delegate should make the proposal, he might possibly carry a sufficient number of votes; but, on the other hand, he might possibly fail owing to the votes of Delegates who may only be willing to treat the matter as a whole and not piecemeal.

I beg to return the papers sent to me.

I have, &c.

(Signed) W. PALFREY BURRELL.

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No. 49.

*The Marquis of Salisbury to the Earl of Lytton.*

(No. 127. Commercial.)

*Foreign Office, July* 11, 1888.

My Lord,

I HAVE to request that your Excellency will inquire the result of the action of the French Government on the communication which forms the subject of your Lordship's despatch No. 129, Commercial, of the 30th March last, relative to the



proposed modification of the Egyptian Sanitary Regulations in regard to transit through the Suez Canal.

I am, &c.

(Signed) SALISBURY.

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No. 50.

*The Earl of Lytton to the Marquis of Salisbury.—(Received July 20.)*

(No. 249. Commercial.)

*Paris, July* 18, 1888.

My Lord,

WITH reference to your Lordship's despatch No. 127, Commercial, of the 11th instant, relative to the proposed modification of the Egyptian Sanitary Regulations in regard to transit through the Suez Canal, I fear, from what I have ascertained at the French Foreign Office, that little progress has, up to the present, been made with the preparation of a form of proposal for submission to the Sanitary Board at Alexandria.

I have, however, urged upon the officials in the Department concerned the necessity of immediate action, and I am informed that the "Comité d'Hygiène" in the Ministry of Commerce has been summoned to meet on Monday next to consider the matter, and it is hoped that in the course of the next fortnight M. Goblet will be in a position to make a definite communication to me upon the subject.

I have, &c.

(Signed) LYTTON.

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No. 51.

*The Marquis of Salisbury to Mr. Egerton.*

(No. 150. Commercial.)

*Foreign Office, August* 21, 1888.

Sir,

WITH reference to Lord Lytton's despatch No. 249, Commercial, of the 18th ultimo, I have to request you to ask the French Government for a reply to the communication which his Lordship addressed to them on the 30th March last respecting the proposed modification of the Egyptian Sanitary Regulations in regard to transit through the Suez Canal.

I am, &c.

(Signed) SALISBURY.

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No. 52.

*Consul Sir C. Cookson to the Marquis of Salisbury.—(Received November 10.)*

(No. 28. Commercial.)

*Alexandria, November* 3, 1888.

My Lord,

I HAVE the honour to transmit herewith copy a letter of Mr. Vice-Consul Willmore, transmitting the Budget for the year 1889, which was voted without discussion at the meeting of the Maritime and Quarantine Sanitary Board held on the 30th ultimo.

The reserve fund now amounts to about 28,000*l*.

I have, &c.

(Signed) CHAS. A. COOKSON.

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## Inclosure 1 in No. 52.

*Vice-Consul Willmore to Consul Sir C. Cookson.*

Sir,

*Alexandria, October* 31, 1888.

I HAVE the honour to report that, at an extraordinary meeting of the Maritime and Quarantine Sanitary Board on the 30th instant, the President communicated the Budget for the year 1889, which was voted without discussion.

The financial position of the Administration, as will be seen from the accompanying copy, is highly satisfactory.

The receipts during the year ending the 30th September last exceeded the expenditure by 2,578*l.*, so that the reserve fund does not now fall far short of 28,000*l.*

I have, &c.
(Signed) J. S. WILLMORE.

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## Inclosure 2 in No. 52.

*The Finance Committee to the Members of the Quarantine Board.*

Messieurs,

*Alexandrie, le* 1er *Octobre*, 1888.

VOTRE Comité des Finances a l'honneur de vous soumettre le bilan de l'Exercice écoulé et le projet de Budget pour l'année 1889.

### *Bilan de l'Exercice* 1888.

Votre Comité est heureux de pouvoir vous annoncer que les recettes pendant l'Exercice 1888 ont dépassé les dépenses de £ E. 2,515, et qu'il se trouve en caisse au 30 Septembre, 1888, un solde de £ E. 27,294.

| | £ E. |
|---|---|
| Les recettes de l'Exercice 1887-88 ont été de .. .. .. .. | 21,972 |
| Les dépenses de .. .. .. .. .. .. .. | 19,457 |
| Donnant un excédant effectif de .. .. .. .. | 2,515 |
| En ajoutant la somme, qui, d'après le Budget préventif, devait, avec les recettes prévues, faire face aux dépenses de l'Exercice, mais que l'Administration n'a pas eu besoin d'employer, savoir .. .. .. .. | 6,344 |
| l'on a le résultat obtenu par l'Administration pendant l'Exercice 1887-88, savoir, un bénéfice sur les prévisions de .. .. .. .. | 8,859 |

| En d'autres termes: | £ E. | £ E. |
|---|---|---|
| 1. Les dépenses prévues dans le Budget étaient de .. .. | 27,031 | |
| Les dépenses réelles de 1887-88 ont été de .. .. | 19,457 | |
| Laissant à l'Administration un bénéfice de .. | | 7,574 |
| 2. Les recettes prévues dans le Budget étaient de .. .. | 23,202 | |
| Les recettes réelles de 1887-88 ont été de .. .. | 21,972 | |
| Laissant une différence en moins de .. .. | | 1,230 |
| | | 6,344 |

*Nota.*—La différence en moins de £ E. 1,230 entre les recettes réelles et les recettes prévues provient en grande partie de la suppression des taxes sur les marchandises en quarantaine.



Quant au solde en caisse au 30 Septembre, 1888, il se décompose ainsi qu'il suit:—

| | £ E. | £ E. |
|---|---|---|
| 1. Solde disponible au 30 Septembre, 1887— | | |
| Pour faire face aux dépenses .. .. .. .. | 3,829 | |
| Pour amélioration des installations .. .. .. | 20,000 | |
| Pour fonds de réserve .. .. .. .. | 3,030 | |
| | | 26,859 |
| 2. Excédent des recettes sur les dépenses pendant l'Exercice du 1er Octobre, 1887, au 30 Septembre, 1888 .. .. | | 2,515 |
| | | 29,374 |
| Reste à déduire la somme dépensée sur le fonds de £ E. 20,000 affectée aux améliorations des installations et du matériel, savoir .. .. | | 2,080 |
| Et l'on a le solde en caisse au 30 Septembre, 1888, de .. .. | | 27,294 |

*Nota.*—La somme de £ E. 2,080 dépensée pour amélioration des installations, &c., comprend les frais de construction à Port-Saïd, aux Sources de Moïse (y compris le mobilier); au Port-Vieux (hangars); au lazaret du Port-Neuf (réparation des parcs); au Gabari (appareil de désinfection), &c.

### *Projet de Budget pour l'Exercice* 1889.

*Recettes.*—Votre Comité des Finances croit devoir arrêter le chiffre de recettes préventives à £ E. 21,534, prenant pour base la moyenne des recettes des trois derniers Exercices, tout en excluant du calcul les sommes provenant des taxes sur les marchandises en quarantaine. Ce chiffre ajouté au solde en caisse au 30 Septembre, 1888, soit £ E. 27,294, donne la somme de £ E. 48,828, à inscrire comme total des ressources du Budget de 1889.

*Dépenses.*—Les dépenses pour le nouvel Exercice se répartissent comme suit:—

| | £ E. m. |
|---|---|
| Traitement du personnel fixe (suivant le cadre) .. .. .. | 18,896 600 |
| " " provisoire .. .. .. .. | 429 560 |
| Frais divers .. .. .. .. .. .. .. | 2,166 000 |
| Prévisions des dépenses pour les quarantaines .. .. .. | 6,000 000 |
| " pour l'amélioration des installations et du matériel .. .. | 17,920 000 |
| Fonds de réserve .. .. .. .. .. .. | 3,416 169·1 |
| Total .. .. .. .. .. .. | 48,828 329·1 |

Les sommes allouées aux frais divers ont été réparties différemment qu'elles ne l'avaient été dans l'Exercice précédent et suivant les exigences démontrées par l'expérience, mais le total n'a été augmenté que de £ E. 90. La somme affectée aux dépenses pour les quarantaines reste à peu de chose près la même que l'année dernière.

Des £ E. 21,336 qui restent votre Comité vous propose d'inscrire £ E. 17,920 (solde des £ E. 20,000 allouées pour l'Exercice dernier) au Chapitre "Améliorations des Installations et du Matériel," et £ E. 3,416 comme fonds de réserve.

(Signé) W. F. MIÉVILLE.
Dr. TORELLA.
Dr. ARDOUIN.

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Annexe No. 1.—*Conseil Sanitaire, Maritime, et Quarantenaire d'Égypte.*

ÉTAT GÉNÉRAL des Recettes et des Dépenses du quatrième Trimestre 1887, et des trois premiers Trimestres 1888, pour servir à l'Élaboration du Budget pour l'Exercice 1889.

| Recettes. | £ E. m. | £ E. m. | £ E. m. |
|---|---|---|---|
| Excédent des recettes au 30 Septembre, 1887 .. .. .. | .. | .. | 26,859 924 |
| Total des recettes ordinaires— | | | |
| Quatrième trimestre 1887 .. | 6,052 977·2 | | |
| Trois premiers trimestres 1888 .. | 14,005 296·2 | 20,058 274 | |
| Total des recettes extraordinaires— | | | |
| Quatrième trimestre 1887 .. | 877 005 | | |
| Trois premiers trimestres 1888 .. | 1,036 865 | 1,913 870 | 21,972 144 |
| | | | 48,832 068 |

| Dépenses. | £ E. m. | £ E. m. | £ E. m. |
|---|---|---|---|
| Appointements du personnel fixe— | | | |
| Quatrième trimestre 1887 .. | 4,047 691 | | |
| Trois premiers trimestres 1888 .. | 12,054 676·3 | 16,102 367·3 | |
| Frais ordinaires— | | | |
| Quatrième trimestre 1887 .. | 419 611·2 | | |
| Trois premiers trimestres 1888 .. | 1,249 460·1 | 1,669 071·3 | 17,771 439·2 |
| Appointements du personnel provisoire en temps de pèlerinage ordinaire— | | | |
| Quatrième trimestre 1887 .. | 265 601·1 | | |
| Trois premiers trimestres 1888 | 108 418 | .. | 374 019·1 |
| Frais extraordinaires— | | | |
| Quatrième trimestre 1887— | | | |
| Choléra d'Orient .. .. | 306 456·1 | | |
| „ d'Europe .. .. | 251 611·3 | 558 068 | |
| Trois premiers trimestres 1888— | | | |
| Choléra d'Orient .. .. | 748 459 | | |
| „ d'Europe .. .. | 5 020 | 753 479 | 1,311 547 |
| Frais d'amélioration des installations et du matériel— | | | |
| Quatrième trimestre 1887 .. | 650 726·2 | | |
| Trois premiers trimestres 1888 | 1,430 006·2 | .. | 2,080 733 |
| | | | 21,537 738·3 |
| Excédent des recettes au 30 Septembre, 1888 .. | .. | .. | 27,294 329·1 |
| | | | 48,832 068 |



Annexe No. 2.—*Conseil Sanitaire, Maritime, et Quarantenaire.*

BUDGET des Recettes et des Dépenses pour l'Exercice 1889.

| Recettes. | Recettes— De l'Exercice 1888. | Recettes— Prévues pour 1889. | Budget pour l'Exercice 1889. |
|---|---|---|---|
| | | | £ E. m. |
| Solde existant au 30 Septembre, 1888 .. .. .. .. | | | 27,294 329·1 |
| | £ E. | £ E. | |
| Droits de patentes grande navigation .. | 2,616 | 2,373 | |
| „ d'interrogatoires grande navigation .. | 2,771 | 2,546 | |
| „ de bulletins des navires à voile .. | } 450 | 445 | |
| „ d'interrogatoires des navires à voile .. | | | |
| „ de bulletins voie de terre .. .. | 53 | 60 | |
| „ d'eau .. .. .. .. | 884 | 938 | |
| „ de theskérés .. .. .. | 843 | 655 | |
| „ de désinfection des peaux .. .. | 2,291 | 1,900 | |
| „ de gardiens de pratique .. .. | 331 | 527 | |
| „ de séjour des bestiaux en quarantaine .. | 452 | 624 | |
| „ de bestiaux en quarantaine .. .. | 6,097 | 6,616 | |
| „ de bestiaux affectés aux transport .. | 207 | 172 | |
| „ de bestiaux allant en pâturage .. | 5 | 4 | |
| Loyers des magasins du lazaret .. .. | 229 | 280 | |
| Droits de Chancelleries .. .. .. | 47 | 70 | |
| „ sur les passagers en quarantaine .. | 3,017 | 3,204 | |
| „ sur les navires en quarantaine .. | 507 | 720 | |
| Intérêts sur les comptes courants .. .. | 367 | 400 | |
| Droits sur les marchandises en quarantaine .. | 805 | .. | |
| | 21,972 | 21,534 | 21,534 000 |
| | | | 48,828 329·1 |

| Dépenses. | Budget— De l'Exercice 1888. | Budget— Pour l'Exercice 1889. | Budget pour l'Exercice 1889. |
|---|---|---|---|
| | | | £ E. m. |
| | £ E. m. | £ E. m. | |
| Traitement du personnel fixe .. .. | 18,320 600 | 18,896 600 | |
| Traitement du personnel provisoire en temps de pèlerinage ordinaire .. .. | 429 560 | 429 560 | |
| Dépenses diverses .. .. .. | 2,076 000 | 2,166 000 | |
| | 20,826 160 | 21,492 160 | 21,492 160 |
| Prévisions des dépenses pour les quarantaines .. .. .. | | | 6,000 000 |
| Prévisions des dépenses pour l'amélioration des installations et du matériel | | | 17,920 000 |
| Fonds de réserve .. .. .. .. .. .. | | | 3,416 169·1 |
| | | | 48,828 329·1 |

Annexe (No 3).

| Frais divers. | Total Annuel. | Total Général. |
|---|---|---|
| | £ E. | £ E. |
| Fournitures de bureau .. .. | 100 | |
| Bibliothèque .. .. .. | 16 | |
| Imprimés .. .. .. | 130 | |
| Télégrammes .. .. .. | 70 | |
| Chemins de fer .. .. .. | 120 | |
| Indemnité de déplacement .. .. | 100 | |
| Eau .. .. .. .. | 370 | |
| Éclairage .. .. .. | 30 | |
| Fourrage .. .. .. | 140 | |
| Location des barques .. .. | 20 | |
| " d'immeubles .. .. | 80 | |
| Petites réparations urgentes d'immeubles .. .. .. | 50 | |
| Achat de mobilier.. .. .. | 80 | |
| Réparations de mobilier .. .. | 30 | |
| Achat de matériel.. .. .. | 80 | |
| Réparations de matériel .. .. | 50 | |
| Charbon .. .. .. | 260 | |
| Frais imprévus .. .. .. | 300 | |
| Achat de costumes pour les gardiens et marins .. .. .. | 200 | |
| Total .. .. .. | 2,166 | 2,166 |

| Appointements du personnel provisoire des campements pour le retour du pèlerinage— | £ E. m. |
|---|---|
| Délégation de Djeddah .. | 199 560 |
| Gebel Tor .. .. | 190 000 |
| Sources de Moïse .. | 40 000 |
| Total .. | 429 560 |

No. 53.

*Foreign Office to Consul Sir C. Cookson.*

(No. 2. Commercial.)

*Foreign Office, November* 14, 1888.

Sir,

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your despatch No. 28, Commercial, of the 3rd instant, and to inquire whether it is necessary that the Sanitary Board should retain a reserve fund of as large an amount as 28,000*l.*

If its retention is not necessary, Lord Salisbury would be glad to learn whether part of this sum could be devoted to effect improvements in the sanitary service, and, if so, what improvements Dr. Mackie and you think to be most needed; or whether, considering that so large a reserve fund has been accumulated, which would seem to be sufficient to meet all contingencies, some reduction in the rate of sanitary dues, to the relief of shipping, could now be made.

I am, &c.

(Signed) JAMES FERGUSSON.

No. 54.

*Consul Sir C. Cookson to the Marquis of Salisbury.—(Received January* 19.)

(No. 1. Commercial.)

*Alexandria, January* 11, 1889.

My Lord,

IN reply to Sir J. Fergusson's despatch No. 2, Commercial, of the 14th November last, inquiring as to the disposal of the balance of 28,000*l.* retained as reserve fund by the Maritime and Quarantine Sanitary Board of Alexandria, I have now the honour to transmit copy of a Report which I have received from Dr. Mackie on this subject.

He recommends that the question be left in abeyance until the termination, on the 30th September, 1889, of the year of trial of the financial effect of the abolition of the dues for disinfection of merchandize, when a new Budget will be prepared; and, after discussing the matter with Mr. Miéville, I agree that this course should be adopted for the reasons stated in Dr. Mackie's Report.

I have, &c.

(Signed) CHAS. A. COOKSON.



Inclosure in No. 54.

*Dr. Mackie to Consul Sir C. Cookson.*

*Alexandria, January* 9, 1889.

Sir,

I HAVE consulted with Mr. Miéville and several of my colleagues on the subject of Lord Salisbury's letter to you of the 14th November last, referring to the retention of such a large reserve fund as the present by the Quarantine Board. I find that the Delegates are opposed to the fund being interfered with during the present financial year, when the Board agreed to abolish disinfection of merchandize, and consequently the disinfection dues, which were a great source of revenue, it was agreed to only on condition that the Budget should not be injuriously affected by it, and that it should be accepted at first only for a year of trial ("année d'essai"). The year of trial does not expire till the 30th September, 1889, when it will be seen, when the Budget is prepared, how the funds of the Board are affected. Personally, I am of opinion that, at the end of the present financial year, there will still be a large surplus in the hands of the Board, as the President is doing his utmost to show a good result to prevent the necessity of reimposing the disinfection dues.

I should recommend the question of application of the surplus funds to be left in abeyance till the publication of the next Budget. I may mention, however, that part of the fund is constantly being devoted to improvements in the service, a great many improvements having been carried during the last two years—steam-launches have been bought to facilitate the giving of pratique to vessels in all weathers, improved accommodation of cattle in quarantine, new disembarking stages, &c.

I have, &c.

(Signed) J. MACKIE.

No. 55.

*Foreign Office to Consul Sir C. Cookson.*

(No. 1. Commercial.)

*Foreign Office, January* 22, 1889.

Sir,

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your despatch No. 1, Commercial, of the 11th instant, with its inclosure, explaining as to the disposal of the balance of 28,000*l.* retained as a reserve fund by the Maritime and Quarantine Sanitary Board of Alexandria; and I am to inform you that the explanation is satisfactory, and that the question of the disposal of this sum may be left in abeyance for the present, as suggested by Dr. Mackie.

I am, &c.

(Signed) JAMES FERGUSSON.

No. 56.

*Chamber of Shipping of the United Kingdom to the Marquis of Salisbury.—(Received March* 1.)

*Whittington House, Whittington Avenue,*
*Leadenhall Street, London, February* 28, 1889.

My Lord,

I AM directed by the Executive Council of this Chamber to respectfully request that the Foreign Office would make a complaint against the Egyptian Sanitary Board for having recently imposed quarantine upon the British steam-ship "Humber" on a voyage from one British port to another, namely, from Bombay to Belfast. This vessel arrived at Suez on the 22nd January last, and there was no allegation of any sickness whatever on board; but notwithstanding the fact that she had no cargo for delivery at any Egyptian port, she was ordered back from Suez to Moses' Wells to perform twenty-four hours' quarantine observation. After such observation, she was allowed to pass through the Canal. The owners of the steam-ship "Humber" estimate that the cost of this order and detention was not less than 50*l.* to them. The Council think that the Foreign Office should make strong representations to the Egyptian

Sanitary Board that vessels which are not bound to Egyptian ports, but are merely passing through the Canal from British ports to ports in the United Kingdom, ought to be allowed to pass without any quarantine whatever. The Council are, moreover, satisfied that if the Foreign Office would cause inquiries to be made of the authorities on the Canal, they would soon satisfy themselves that by competent judges regulations of this nature are believed to be most needless and absurd.

I have, &c.
(Signed) W. H. COKE, *Secretary.*

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No. 57.

*Foreign Office to Consul Sir C. Cookson.*

(No. 2. Commercial.)

Sir, *Foreign Office, March* 4, 1889.

I AM directed by the Marquis of Salisbury to transmit to you copy of a letter from the Chamber of Shipping of the United Kingdom upon the subject of the quarantine imposed at Suez upon the steam-ship "Humber," bound from Bombay to Belfast;* and I am to request you to furnish a Report upon the circumstances of the case.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 58.

*Foreign Office to Chamber of Shipping of the United Kingdom.*

Sir, *Foreign Office, March* 4, 1889.

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 28th ultimo upon the subject of the quarantine imposed at Suez upon the steam-ship "Humber," bound from Bombay to Belfast; and I am to state to you, for the information of the Council of the Chamber of Shipping of the United Kingdom, that Her Majesty's Consul at Alexandria has been instructed to furnish a Report upon the circumstances of the case.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 59.

*Consul Sir C. Cookson to the Marquis of Salisbury.—(Received March* 27.)

(No. 6. Commercial.)

My Lord, *Alexandria, March* 19, 1889.

WITH reference to your Lordship's despatch No. 2, Commercial, of the 4th instant, respecting the detention of the steam-ship "Humber" at Moses' Wells, I have the honour to transmit to your Lordship copy of a Report which I have received from Dr. Mackie on the subject. Dr. Mackie points out that at the time the "Humber" arrived at Suez quarantine was in force against Bombay, and that the captain of the vessel elected to undergo the twenty-four hours' detention instead of passing through the Canal in quarantine, and that the expenses incurred by the ship at the quarantine station were only 188 piastres.

I have, &c.
(Signed) CHAS. A. COOKSON.

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* No. 56.



Inclosure in No. 59.

*Dr. Mackie to Sir C. Cookson.*

Sir, *Alexandria, March* 18, 1889.

IN reply to your communication of the 13th instant regarding the British steamer "Humber," which arrived at Suez from Bombay on the 22nd January last, and performed twenty-four hours' quarantine of observation before transiting the Canal in free pratique, I have the honour to forward, for your information, the following particulars after due inquiry into the subject.

At the time that the "Humber" arrived at Suez, quarantine was being imposed at Egyptian ports on all arrivals from Bombay on account of a large cholera mortality at the latter port. According to the Regulations of the Quarantine Board vessels arriving from infected ports, even if their sanitary condition is good, have to perform a certain quarantine varying according to the length of the voyage before being admitted to free pratique with Egypt. In the case of the steam-ship "Humber," the regulation quarantine was twenty-four hours. Vessels arriving from infected ports, with no sickness on board, and not wishing to communicate with Egypt, may transit the Canal immediately, provided they transit in strict quarantine with quarantine guards on board to prevent communication with the shore, but vessels in the same condition wishing to transit in free pratique are obliged to perform their quarantine before entering the Canal. It rests with the captain or agent of the vessel to choose between passing the Canal immediately in strict quarantine, or performing first the regulation quarantine of observation, and thereafter passing the Canal in free communication with Egypt. According to information obtained for me by the President of the Quarantine Board at my request, it appears that the captain and agent of the "Humber" preferred to perform the twenty-four hours' quarantine and pass the Canal thereafter in free pratique.

In the letter of the 28th February, addressed to the Marquis of Salisbury by the Executive Council of the Chamber of Shipping, it is stated that the vessel "was ordered back from Suez to Moses' Wells to perform twenty-four hours' quarantine of observation, and after such observation was allowed to pass through the Canal." You will see from what I have stated above, that the last part of the sentence ought to have been, was allowed to pass through the Canal "in free pratique."

With regard to the cost of the twenty-four hours' detention at Suez, which the owners allege amounted to 50*l.*, it seems to me that it is a question to be settled between them and the captain and agent, as the amount paid to the sanitary authorities was only 188 Egyptian piastres, or under 2*l.*, and for this the captain or agent ought to have received vouchers.

If they calculate the day's loss to the ship at 50*l.*, I would point out that the passage of the Canal in quarantine, if accomplished with the electric light, is accompanied by considerable expense, and I would take leave to doubt whether it was not an economy to perform the twenty-four hours' observation, and pass in free pratique.

I have, &c.
(Signed) J. MACKIE.

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No. 60.

*Foreign Office to Chamber of Shipping of the United Kingdom.*

Sir, *Foreign Office, March* 30, 1889.

I AM directed by the Marquis of Salisbury to transmit herewith, for the information of the Chamber of Shipping of the United Kingdom, a Memorandum containing the substance of the Report which has been received from Her Majesty's Consul at Alexandria respecting the case of the steamer "Humber," which formed the subject of your letter of the 28th ultimo.*

I am, &c.
(Signed) JAMES FERGUSSON.

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* See No. 59.

## No. 61.

*Consul Sir C. Cookson to the Marquis of Salisbury.—(Received April 5.)*

(No. 7. Commercial.)

*Alexandria, March* 26, 1889.

My Lord,

I HAVE the honour to transmit to your Lordship herewith copy of a letter I have received from Dr. Mackie, dated the 21st instant, inclosing a copy of the Inspector-General's Report of his visit to the quarantine stations on the Suez Canal. Dr. Mackie calls particular attention to the important fact that out of 136 vessels which arrived at Suez from the Red Sea in quarantine in the year 1888, only three transited the Canal without stopping at Moses' Wells, the remainder preferring to undergo quarantine at Moses' Wells rather than pay the expense and risk of passing through the Canal at night by electric light.

I have, &c.

(Signed) CHAS. A. COOKSON.

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### Inclosure 1 in No. 61.

*Dr. Mackie to Consul Sir C. Cookson.*

*Alexandria, March* 21, 1889.

Sir,

IN continuation of my Report of the 8th instant, communicating the result of a meeting of the Maritime and Quarantine Sanitary Board, I have now the honour to inclose a copy of the Inspector-General's Report of his visit of inspection to the stations on the Suez Canal.

The only point of special interest in the Report to which I would draw your attention is that vessels arriving at Suez from the Red Sea in quarantine very seldom avail themselves of the permission to transit the Canal immediately in quarantine, but prefer to perform their quarantine at Suez, so as to be allowed transit the Canal in free pratique. The quarantine to be performed varies according to the duration of the voyage, and as nearly all the vessels are from some port of the Far East, it can almost never exceed twenty-four hours. By the inclosed Report on Suez you will see that, during the year 1888, of 136 vessels arrived at Suez viâ the Red Sea in quarantine, only three of them availed themselves of the permission to transit the Canal immediately in quarantine, all the others preferring to transit in free pratique after having performed their quarantine of observation at Suez. The latter course, under existing Quarantine Regulations, is certainly the safest. If a vessel transiting in quarantine should meet with an accident in the Canal, the difficulty of communicating freely with her to render proper assistance would be great, and enormous delay would be the consequence. I would draw your attention to the fact of few vessels choosing to pass the Canal in quarantine in connection with the case of the steam-ship "Humber," on which I reported a few days ago.

Evidently in that case the captain and agent preferred to allow the vessel to perform twenty-four hours' quarantine so as to be able to transit in free pratique, and this, I think, in ordinary cases is the most prudent course to pursue, as free communication can be had with the vessel should assistance be required. The twenty-four hours lost at Suez will be in great part made up for in greater freedom in passing the Canal, and the expense will probably be less.

I have, &c.

(Signed) J. MACKIE.

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### Inclosure 2 in No. 61.

*Dr. Ardouin Bey to Mr. Miéville.*

*Suez, le* 21 *Février*, 1889.

M. le Président,

J'AI l'honneur de vous adresser le Tableau du mouvement des navires à Suez pendant l'année 1888 :—

NAVIRES arrivés de la Mer Rouge.

| Mois. | En Libre Pratique. | | | | En Quarantaine. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| | Repartis pour la Mer Rouge. | | Entrés dans le Canal. | | Vapeurs ayant transité le Canal en Libre Pratique après Vingt-quatre Heures de Quarantaine. | Vapeurs ayant transité le Canal en Quarantaine. | Vapeurs. | Voiliers. |
| | Vapeurs. | Voiliers. | Vapeurs. | Voiliers. | | | | |
| Janvier .. .. | 11 | 12 | 114 | .. | 10 | .. | 135 | 12 |
| Février .. .. | 6 | 4 | 121 | .. | 6 | .. | 133 | 4 |
| Mars .. .. | 10 | 12 | 135 | .. | 24 | 2 | 171 | 12 |
| Avril .. .. | 9 | 6 | 139 | .. | 29 | .. | 177 | 6 |
| Mai .. .. | 4 | 8 | 133 | .. | 25 | 1 | 163 | 8 |
| Juin .. .. | 11 | 5 | 132 | .. | 11 | .. | 154 | 5 |
| Juillet .. .. | 17 | 11 | 136 | .. | 14 | .. | 167 | 11 |
| Août .. .. | 9 | 17 | 125 | .. | 6 | .. | 140 | 17 |
| Septembre .. | 11 | 3 | 126 | .. | 6 | .. | 143 | 3 |
| Octobre .. .. | 11 | 5 | 160 | .. | 2 | .. | 173 | 5 |
| Novembre .. | 10 | 3 | 145 | .. | .. | .. | 155 | 3 |
| Décembre .. | 12 | 7 | 112 | .. | .. | .. | 124 | 7 |
| Total .. | 121 | 93 | 1,578 | .. | 133 | 3 | 1,835 | 93 |

NAVIRES arrivés par le Canal.

| Mois. | Vapeurs. | Mois. | Vapeurs. |
|---|---|---|---|
| Janvier.. .. .. | 177 | Juillet.. .. .. | 145 |
| Févier .. .. .. | 158 | Août .. .. .. | 125 |
| Mars .. .. .. | 155 | Septembre .. .. | 125 |
| Avril .. .. .. | 104 | Octobre .. .. | 122 |
| Mai .. .. .. | 159 | Novembre .. .. | 119 |
| Juin .. .. .. | 118 | Décembre .. .. | 162 |
| | | | 1,726 |

| | Vapeurs. | Voiliers. |
|---|---|---|
| Totaux— | | |
| Navires arrivés de la Mer Rouge .. .. .. | 1,835 | 93 |
| Navires arrivés par le Canal .. .. .. | 1,726 | .. |
| | 3,561 | 93 |

Si l'on compare les chiffres des Tableaux qui précèdent avec ceux des relevés que j'ai fournis en 1887, on voit que le nombre des navires qui ont passé à Suez, pendant l'année 1888, a dépassé de beaucoup celui de l'année précédente.

| | Vapeurs. | Voiliers. | Ensemble. |
|---|---|---|---|
| 1888— | | | |
| Venant de la Mer Rouge .. .. | 1,835 | 93 | 1,928 |
| „ du Canal .. .. .. | 1,726 | .. | 1,726 |
| Total .. .. .. | 3,561 | 93 | 3,654 |
| 1887— | | | |
| Venant de la Mer Rouge .. .. | 1,631 | 107 | 1,738 |
| „ du Canal .. .. .. | 1,584 | 3 | 1,587 |
| Total .. .. .. | 3,215 | 110 | 3,325 |

Différence en plus pour 1888 .. .. .. 346 navires à vapeur.
„ en moins „ .. .. .. 17 bâtiments à voile.

Le nombre des navires en quarantaine est, pour l'année 1888, de 136, parmi lesquels 133 ont subi une observation de vingt-quatre heures aux Sources de Moïse, et ont ensuite transité le Canal en libre pratique; trois seulement ont transité en quarantaine—deux aussitôt après leur arrivée—un, le transport "Canton," après avoir escompté trois jours de quarantaine à Tor (décision spéciale).

A la suite de la décision prise par le Conseil, dans la séance du 1er Novembre, 1887, les navires arrivant de la Mer Rouge qui s'amarrent à quai à Port Tewfik (entrée sud du Canal Maritime) sont dispensés de mouiller préalablement en rade, pour y subir la reconnaissance; cette opération doit être faite pendant que le navire ralentissant sa marche se dirige vers l'entrée du Canal. J'ai indiqué, dans mon Rapport du 20 Mars, 1888, que la nouvelle mesure ne pouvait pas être appliquée par les mauvais temps, mais qu'elle était praticable en temps ordinaire. Depuis lors, l'expérience en a démontré les difficultés, ainsi que le danger qu'elle peut faire courir à l'embarcation qui accoste le navire en marche; aussi, plusieurs des agents des Compagnies de Navigation ont-ils renoncé d'eux-mêmes à cette pratique; en général on est revenu à l'ancien procédé; le navire jette l'ancre en rade, pour l'accomplissement des formalités sanitaires, et se rend ensuite à Port Tewfik.

De même que dans mes précédentes inspections, j'ai surveillé spécialement la façon dont on procède à l'opération sanitaire la plus importante: l'arraisonnement des navires; je dois reconnaître, une fois de plus, que l'arraisonnement est fait avec soin et qu'après l'iuterrogatoire du capitaine et du médecin, les papiers du bord sont emportés à l'Office Sanitaire, où ils sont examinés avec beaucoup d'attention.

Le service de la rade, qui a doublé d'importance depuis que les navires passent par le Canal Maritime aussi facilement de nuit que de jour, est rempli d'une façon satisfaisante.

A l'office, j'ai constaté que les taxes sont régulièrement perçues et dûment mentionnées sur la souche des reçus délivrés, que les opérations sanitaires sont portées sur les livres *ad hoc*, et que les écritures sont à jour, sauf la transcription des opérations concernant la navigation en libre pratique. Cela tient à ce que le livre sur lequel ces opérations doivent être portées est terminé et à ce que l'expédition de celui qui doit le remplacer a subi des retards.

Quelques registres ne sont pas tenus avec toute l'attention et toute la propreté voulues; j'en ai fait l'observation au Directeur et aux commis, pour qu'à l'avenir on y mette plus de soin; enfin j'ai fait en sorte d'établir un ordre rigoureux dans les bureaux, où la discipline m'a paru un peu relâchée.

Le débarcadère récemment construit devant l'Office Sanitaire rend les plus grands services, surtout pour les accostages de nuit.

Je me suis rendu aux Sources de Moïse; j'ai trouvé le petit lazaret bin entretenu, le linge et les meubles en bon état et très propres. Les quelques passagers qui y ont séjourné pendant la durée de la quarantaine imposée dernièrement aux provenances de Bombay, passagers arrivés presque tous par les navires de la Compagnie Péninsulaire et Orientale, se sont loués de la propreté de cet établissement. M. l'Agent de la Compagnie m'a transmis l'expression de leur satisfaction.

Veuillez, &c.
L'Inspecteur-Général,
(Signé) DR. ARDOUIN.



Inclosure 3 in No. 61.

*Dr. Ardouin Bey to Mr. Miéville.*

M. le Président, *Port-Saïd, le 24 Février*, 1889.

LES navires qui transitent par le Canal Maritime ne s'arrêtent pas en général à Ismaïlia, et n'ont pas affaire, par conséquent, à l'Office Sanitaire, en sorte que les fonctions de notre agent dans cette ville étaient à peu près limitées, jusqu'ici, à la surveillance des animaux faisant des transports ou pâturant dans le voisinage de la frontière et à la répulsion des animaux venant de l'étranger par le Désert, qui pouvaient se présenter à Ismaïlia.

La décision prise par le Conseil, dans la séance du 1er Mai, 1888, de permettre, désormais, aux convois d'animaux venant de l'étranger, voie de terre, d'entrer en Égypte par Ismaïlia, aussi bien que par Kantara et par Suez, satisfaira aux vœux des propriétaires et des négociants et donnera plus d'importance au Service; au lieu de se borner à repousser les animaux de provenance étrangère, l'Agent Sanitaire aura à les surveiller, à les faire visiter pour s'assurer de leur état sanitaire, et à leur appliquer les mesures quarantenaires prescrites par les Règlements en vue d'empêcher l'introduction des maladies épizootique en Égypte. Les constructions élevées à cet effet, près du Canal sur la rive d'Asie, sont sur le point d'être terminées, ainsi que le réservoir d'eau et les abreuvoirs; le siphon qui amène l'eau d'une rive à l'autre en passant sous le Canal Maritime, est entièrement posé jusqu'au réservoir; le nouveau service pourra donc fonctionner d'ici à quelques jours.

Le moment me paraît être venu d'informer les intéressés, qui l'ignorent encore, qu'une nouvelle voie pour les caravanes d'animaux venant en Égypte, par le Désert, a été ouverte à Ismaïlia, et que le choix de passer par cette dernière ville ou par Kantara leur est laissé. Dans ce but, l'on pourrait prier le Gouverneur-Général du Canal et le Gouverneur d'El-Arisch de porter le fait à la connaissance de leurs administrés.

J'ai visité la partie de l'ancien hôpital d'Ismaïlia destinée au bureau de l'Agence Quarantenaire et aux logements des employés. J'ai indiqué à M. Sadek les dispositions à prendre pour l'organisation des bureaux et du Service, dès que les réparations nécessaires auront été faites au local par les soins du Ministère des Travaux Publics.

Il est urgent que l'on procède sans retard à ces réparations; il y a lieu également de demander à l'ingénieur qui a construit les abreuvoirs de faire surélever un peu les bords de celui qui est destiné aux animaux de petite taille et de ménager à la partie inférieure des deux bassins une petite ouverture avec robinet, pour l'écoulement des eaux.

*Rapport sur Kantara.*

Je n'ai rien de particulier à signaler sur la marche du service à Kantara, si ce n'est que le Médecin Vétérinaire procède à la visite des animaux avec beaucoup d'attention.

J'ai extrait des registres de ce poste sanitaire les chiffres suivants, qui font connaître le nombre d'animaux passés, en une année, par Kantara, soit en quarantaine, soit en libre pratique:—

ANIMAUX passés par Kantara pendant l'Année 1888, et soumis à des mesures Quarantenaires ou de Police Sanitaire.

| | Chameaux. | Chevaux. | Ânes et Mulets. | Chèvres et Moutons. | Ensemble. |
|---|---|---|---|---|---|
| Ayant escompté la quarantaine à El-Arisch et n'ayant subi que la visite vétérinaire à Kantara .. .. | 543 | 533 | 551 | 1,059 | 2,686 |
| Ayant escompté la quarantaine à Kantara .. .. .. | 3,335 | 154 | .. | 102 | 3,591 |
| Affectés aux transports dans le voisinage de la frontière sous surveillance .. .. .. | 98 | .. | .. | .. | 98 |
| Total .. .. | 3,976 | 687 | 551 | 1,161 | 6,375 |

ANIMAUX qui n'ont été soumis à aucune mesure Sanitaire. Deuxième Semestre 1888.

| Chameaux. | Chevaux. | Anes et Mulets. | Chèvres et Moutons. | Ensemble. |
|---|---|---|---|---|
| 336 | 67 | 248 | 734 | 1,383 |

Les animaux de cette catégorie sont employés aux travaux d'élargissement du Canal Maritime ou appartiennent à la circonscription de Kantara, Salahieh, et autres villages, et passent d'une rive à l'autre du Canal.

Le bureau et les logements du Chef du Poste, du Médecin Vétérinaire, et des gardiens, sont en très mauvais état et ont besoin de réparations assez importantes.

Veuillez, &c.

L'Inspecteur-Général,
(Signé) DR. ARDOUIN.

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Inclosure 4 in No. 61.

*Dr. Ardouin Bey to Mr. Miéville.*

*Alexandrie, le 1er Mars*, 1889.

M. le Président,

J'AI l'honneur de vous faire connaître que le résultat de mon inspection à Port-Saïd est satisfaisant ; l'Office Sanitaire de cette ville est bien dirigé ; le service actif, ou service du port, est fait avec ponctualité ; les registres sont tenus exactement, et les écritures à jour.

Bien que les dispositions actuelles des parcs quarantenaires réalisent un grand progrès sur l'ancien état de choses, j'ai constaté, de nouveau, qu'à certains moments il se produit de l'encombrement et que, par suite, l'isolement des différentes catégories d'animaux n'est pas aussi rigoureux qu'il devrait l'être. Il est malheureusement impossible d'agrandir les parcs, et de leur donner des dégagements plus nombreux et plus faciles, en raison de l'emplacement même et de la configuration du terrain qu'ils occupent.

Il est question de déplacer l'abattoir, ainsi que les étables et les parcs quarantenaires qui l'avoisinent. Ces établissements devraient être placés au sud de Port-Saïd, du côté du Lac Menzaleh ; par conséquent, sous le vent de la ville.

Si ce transfert s'effectue, il y aura lieu de construire des parcs plus spacieux et mieux divisés que ceux dont nous nous servons actuellement.

Les électriciens qui accompagnent les navires dans le transit du Canal ne peuvent être reçus pour escompter leur quarantaine, à bord des lazarets flottants de la Compagnie du Canal Maritime, ces lazarets étant exclusivement affectés aux pilotes de la Compagnie et aux surveillants sanitaires ; la Compagnie Péninsulaire et Orientale a donc dû faire construire des chambres pour ses électriciens, sur un ponton isolé et gardé comme les bateaux-lazarets de la Compagnie du Canal. Cette installation remplit les conditions voulues.

Le va-et-vient des navires, qui a toujours été considérable à Port-Saïd, s'est encore accru pendant l'année dernière. Les opérations d'embarquement et de débarquement en libre pratique se font pendant la nuit, à la lueur des torches ou à la lumière électrique, en sorte que le port est aussi animé la nuit que le jour.

Voici le relevé des navires qui ont touché à Port-Saïd du 1er Janvier au 31 Décembre, 1888 :—



NAVIRES arrivés de la Méditerranée, tous en libre pratique.

| Mois. | Repartis pour la Méditerranée. | | Entrés dans le Canal. | Total. |
|---|---|---|---|---|
| | Voiliers. | Vapeurs. | Vapeurs. | Vapeurs. |
| Janvier .. .. | 50 | 64 | 170 | 234 |
| Février .. .. | 47 | 67 | 166 | 233 |
| Mars .. .. .. | 44 | 74 | 157 | 231 |
| Avril .. .. .. | 64 | 71 | 163 | 234 |
| Mai .. .. .. | 102 | 71 | 158 | 229 |
| Juin .. .. .. | 80 | 70 | 119 | 189 |
| Juillet .. .. .. | 107 | 59 | 147 | 206 |
| Août .. .. .. | 120 | 63 | 120 | 183 |
| Septembre .. .. | 90 | 56 | 127 | 183 |
| Octobre .. .. | 58 | 57 | 123 | 180 |
| Novembre .. .. | 83 | 64 | 120 | 184 |
| Décembre .. .. | 37 | 65 | 156 | 221 |
| Total .. .. | 882 | 781 | 1,726 | 2,507 |

NAVIRES à Vapeur venant du Canal.*

| | |
|---|---|
| En libre pratique .. .. .. .. .. .. .. | 1,711 |
| En quarantaine .. .. .. .. .. .. .. | 3 |
| Total .. .. .. .. .. .. | 1,714† |
| En additionnant le chiffre des navires à vapeur arrivés de la Méditerranée .. | 2,507 |
| Avec celui des navires arrivés par le Canal .. .. .. .. .. | 1,714 |
| On obtient un total de .. .. .. .. .. .. | 4,221 |
| Et avec voiliers .. .. .. .. .. .. .. .. | 882 |
| Un total général de .. .. .. .. .. .. | 5,103 |
| En 1887 les navires à vapeur ayant touché à Port-Saïd, étaient au nombre de .. | 3,919 |
| Les voiliers au nombre de .. .. .. .. .. .. | 837 |
| Ensemble .. .. .. .. .. .. .. | 4,756 |
| Augmentation pour 1888— | |
| Vapeurs .. .. .. .. .. .. .. .. | 302 |
| Voiliers .. .. .. .. .. .. .. .. | 45 |
| Ensemble .. .. .. .. .. .. | 347 |

En éliminant des Tableaux qui précèdent et de ceux que j'ai donnés pour Suez les navires repartis pour la Méditerranée ou pour la Mer Rouge, sans être entrés dans le Canal, on a le mouvement de la navigation dans le Canal Maritime :—

TRANSIT.

| | Navires à Vapeur. | |
|---|---|---|
| 1888— | | |
| De Port-Saïd à Suez .. .. | 1,726 | En libre pratique. |
| De Suez à Port-Saïd .. .. | 1,714 | Dont 3 en quarantaine. |
| Total .. .. | 3,440 | |
| 1887— | | |
| De Port-Saïd à Suez .. .. | 1,584 | Dont 15 en quarantaine. |
| De Suez à Port-Saïd .. .. | 1,553 | „ 15 „ |
| Total .. .. | 3,137 | |
| Différence en faveur de 1888 .. | 303 | |

* Pas de voiliers. † Voir le Tableau du mouvement de la navigation à Suez.

En résumé, l'accroissement du mouvement général de la navigation à vapeur constaté en 1888 porte principalement sur la catégorie des navires qui passent par le Canal Maritime.

En effet, tandis que le mouvement du transit s'est augmenté de 303 navires, le nombre de ceux qui ont touché à Port-Saïd sans entrer dans le Canal est sensiblement le même pour les deux dernières années: 781 navires en 1888, 782 en 1887. A Suez les navires arrivés du sud, et repartis dans la même direction, sont, en 1888, au nombre de 121, et en 1887 au nombre de 78, soit 43 navires de plus; ce sont surtout des bateaux de guerre naviguant entre Suez et Massaouah, et des paquebots de la Khédivié ayant fait un service extraordinaire entre Suez et Souakin.

Veuillez, &c.
L'Inspecteur-Général,
(Signé) DR. ARDOUIN.

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No. 62.

*Consul Sir C. Cookson to the Marquis of Salisbury.—(Received April 15.)*

(No. 9. Commercial.)

*Alexandria, April 8, 1889.*

My Lord,

I HAVE the honour to transmit to your Lordship herewith copy of letter which I have received from Dr. Mackie, dated the 2nd instant, respecting the British steamer "East Anglia," which has been detained in quarantine at Tor in consequence of four cases of suspected cholera having occurred on board during her passage from Bassein.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 62.

*Dr. Mackie to Consul Sir C. Cookson.*

*Alexandria, April 2, 1889.*

Sir,

I HAVE the honour to inclose, for your information, copy of a despatch received by the President of the Quarantine Board from the Sanitary Agent at Suez regarding the health on board the British steamer "East Anglia," which has been sent to perform seven days' quarantine at Tor previously to entering the Suez Canal for transit.

According to this despatch the "East Anglia" left Bassein on the 2nd ultimo, destination Malta, and arrived at Suez on the 26th ultimo.

During the voyage a fireman and a seaman died, the former on the 6th and the latter on the 7th, the latter after only twenty-four hours' illness. The symptoms from which they both suffered were vomiting and diarrhœa. The carpenter and another seaman also suffered from diarrhœa, but recovered.

Immediately on receiving the despatch from Suez, Mr. Miéville called upon me to talk over the matter and see what steps I intended to take. It was evident to both of us that, though the information was very meagre, the great majority of the Board would regard it as a suspected case ("cas suspect"), and would certainly vote for quarantine; or, by great personal exertions, I might have obtained a bare Anglo-Egyptian majority to vote for allowing the vessel to transit the Canal in strict quarantine; and had the vessel been bound for a port in the United Kingdom, I should probably have attempted this. A consideration, however, which was not to be overlooked was that the vessel was bound for Malta. Seeing how very strict the authorities in Malta are on the subject of quarantine, it seemed to me that the only chance of the vessel receiving free pratique at Malta was to allow her to perform quarantine before entering the Canal. Moreover, had the authorities at Malta regarded the cases on board as cases of cholera, which I have no doubt they would have done, it would very soon have been telegraphed abroad, and the former hostile criticism renewed against the British authorities for setting at naught the Quarantine Rules and importing cholera cases into the basin of the Mediterranean. This would have been fatal to the calm and more friendly spirit at present prevailing



at our Board, and which, if they continue for some time, may permit of reforms being attempted in the future.

From these considerations, and also being personally of opinion that some of the cases on board were probably cases of cholera, I raised no opposition to the vessel being sent to Tor, but not to commit myself to a precedent, I abstained from giving my vote for it.

After mature consideration Mr. Miéville indorsed my views, and I hope the course I adopted will meet with your approval.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 62.

*Mr. Miéville to the Members of the Quarantine Board.*

*Alexandrie, le 26 Mars, 1889.*

Messieurs,

JE viens de recevoir de M. le Directeur par intérim de l'Office Sanitaire de Suez la dépêche que j'ai l'honneur de vous transcrire ci-après:—

"Vapeur Anglais 'East Anglia,' parti de Bassein 2 courant; équipage 29; cargaison riz; destination Malte. Pendant sa traversée sont décédés un chauffeur et un marin, le premier le 6 courant, après six jours de maladie; le second le 7 après vingt-quatre heures. De 'l'official log' il résulte que les symptômes de la maladie qui a causé la mort de ces deux individus sont la diarrhée et les vomissements. Le menuisier et un autre marin du bord ont été aussi indisposés de diarrhée, le premier pendant un jour, le marin pendant trois jours; actuellement sont en parfaite guerison; patente de Bassein porte trois cas choléra sporadique dans population indigène; pas de médecin à bord; ai suspendu pratique; prière câbler instruction."

(Signé) "FITTÉRE."

Prenant en considération toutes les circonstances, j'ai donné des ordres pour que le navire en question soit repoussé à Tor afin d'y escompter la quarantaine réglementaire de sept jours, et j'ai télégraphié à M. Fittére de l'accompagner avec le personnel nécessaire.

En même temps j'ai invité M. le Dr. Ferrari à suspendre son congé et à retourner à son poste à Suez.

Veuillez, &c.
Le Président,
(Signé) W. F. MIÉVILLE.

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No. 63.

*Foreign Office to Consul Sir C. Cookson.*

(No. 3. Commercial.)

*Foreign Office, April 18, 1889.*

Sir,

I AM directed by the Marquis of Salisbury to instruct you to convey to Dr. Mackie his Lordship's approval of his action, as reported in your despatch No. 9, Commercial, of the 8th instant, with regard to the detention in quarantine at Tor of the British steam-ship "East Anglia."

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 64.

*Chamber of Shipping of the United Kingdom to Foreign Office.—(Received May 30.)*

*Whittington House, Whittington Avenue,*
*Leadenhall Street, London, May 28, 1889.*

Sir,

I HAVE the honour to acknowledge the receipt of your letter of the 30th March last containing the substance of the Report which has been received from Her

Majesty's Consul at Alexandria respecting the case of the steam-ship "Humber," which formed the subject of my letter to you of the 28th February last.

I am now directed by the Executive Council to thank you for the same, but to state that they connot consider the Report a satisfactory one.

I am to observe that my Council are quite unaware of there being any "large cholera mortality" at Bombay at the time when the "Humber" left that port for Belfast. But even if there were, what the Executive Council would respectfully urge is, that Her Majesty's Government should request the Egyptian Government to limit their quarantine interference to vessels bound to Egyptian ports, and to desist from annoying English steamers which are bound, as was the case with the "Humber," from one British port (Bombay) direct to another British port (Belfast), which have no cargo for and no intention of communicating with Egypt, but which are merely passing through the Canal *en route* from port to port.

The Council do not believe that there is one well-accredited instance of cholera ever having been communicated by a British steamer merely passing through the Suez Canal to any one in Egypt.

They submit, further, that the proper place for quarantine Regulations to take effect is the terminal point of the voyage where the cargo of the vessel is discharged.

Each State should attend to its own quarantine, and the Council cannot see any reasonable grounds why Egypt should be made a sort of intermediate sanitary body for all Europe.

To pass through the Canal ought not to require any pratique whatever, unless leave to trade with Egypt is asked for, *i.e.*, to load or unload cargo. There is indeed, my Council fear, but little doubt that the whole system is kept up for the sake of fees.

The 50*l*. loss to the owners of the "Humber" by the twenty-four hours' quarantine detention was, of course, the loss of the steamer's time, not the fees paid to the sanitary officials, but it is, my Council submit, in order to get these fees that such serious loss is being constantly inflicted upon British vessels.

With regard to the last paragraph of the Consul's Report, the Executive Council fail to see what the cost of the electric light has to do with quarantine stoppage.

In conclusion, I am directed to again respectfully urge (especially in view of the fact that the summer and autumn seasons, when quarantine stoppages are most frequent, are now rapidly approaching) that Her Majesty's Government would make strenuous efforts to secure that British vessels arriving at Suez, *i.e.*, vessels which have, of course, been for days at sea, which have no cases of infectious disease on board, and which do not desire to trade with Egypt, shall be allowed to pass freely through the Suez Canal without being subjected to such costly and unnecessary delay as that to which the steam-ship "Humber" was subjected.

I have, &c.

(Signed) W. H. COKE, *Secretary*.

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*Note by Mr. Maycock.*

Lord Salisbury asks for the "Règlements" governing Suez Canal quarantine. They are contained in the accompanying book. The important ones are marked in red on pp. 45 and 53, but they are briefly summarized in the paper annexed, marked (A).

Vessels arriving in Egypt, if they have had cholera on board during the passage, *must* undergo rigorous quarantine, no matter how long the voyage has occupied.

In the contrary case:—

If the vessel has started from Bombay or Calcutta at a time when the deaths from cholera are above a certain rate it is furnished with a "patente brute." On arrival at Suez, having had no sickness on board, it may take one of two courses. It may either undergo observation at Suez (which for such a voyage is limited to twenty-four hours), and is then entitled to full pratique, or it may take health guards on board, and pass through the Canal in strict quarantine—*i.e.*, not being allowed pratique anywhere.

Now, it takes a vessel, on the average, thirty-five hours to pass through the Canal, and what is now desired by all the Shipping Companies is that, instead of being delayed twenty-four hours at Suez "under observation," the vessel should be allowed to count the first twenty-four hours of passage through the Canal in strict quarantine as time passed "under observation," and that after that time it should



be allowed pratique. This would enable it to coal in pratique at Port Saïd. The request is contained in the petition of the ship-agents to Mr. Miéville inclosed in Sir E. Baring's No. 6, Commercial, of the 7th March, 1887, which says:—

"Nous Soussignés, Agents de Navigation à Suez, vous prions donc de bien vouloir soumettre à votre Conseil notre désir que le passage par le Canal fût considéré comme quarantaine purgée, de sorte que les navires soumis à vingt-quatre heures d'observation seraient admis en libre pratique en arrivant à Port-Saïd, ce qui faciliterait beaucoup leurs opérations de charbonnage, &c., dans ce dernier port."

Our recent efforts have been directed to get the French to take the initiative, and to instruct their Delegate to support this plan; but no reply has yet been received to our despatch to Lord Lytton of the 27th March, 1888, annexed, though a reminder was sent on the 21st August. The French are clearly unwilling to take the initiative. But our own initiative is invariably viewed with suspicion, as we are the parties interested. The Board consists of twenty-four members, of which nine are Egyptians. We only therefore count ten votes with the full assistance of Egypt, and an attempt to carry a Resolution through the Board by means of this kind at once excites the resistance of Germany and Austria, who advocate the reconstitution of the Board, with a single vote only for each country. The method of inducing the French to bring the proposal forward, though not perhaps the most satisfactory, has hitherto been regarded as the safest course.

W. M.

*June* 7, 1889.

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(A.)—*Règlements.*

The Cholera Regulations are, shortly, as follows:—

Ships coming from an infected port, but having had no suspicious cases on board during the voyage, after eight days' passage, six days' quarantine, and so on up to a passage of thirteen days or more, twenty-four hours' quarantine. Ships of war, regular postal vessels carrying a doctor with a European diploma, after a passage of eight days, three days' quarantine, and so on up to a passage of ten days or more, twenty-four hours' quarantine.

A ship having had suspicious cases on board during the passage is subject to seven days' quarantine.

The following categories of ships must perform quarantine before entering the Canal, to whatever port bound:—

1. Ships having had undoubted or suspicious cases on board.
2. Ships which come from infected ports, and which are in a bad sanitary state, although they may not have had suspicious cases.
3. Ships from an infected port bound for a place on the Canal.
4. Pilgrim ships, or other ships having large numbers of such-like passengers on board.

Ships with foul bills, or whose bills are judged foul, but which do not come within any of the above categories, may pass the Canal in quarantine, "provided there is no reason against it."

H. F.

*Foreign Office, March* 30, 1885.

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No. 65.

*Foreign Office to Chamber of Shipping of the United Kingdom.*

*Foreign Office, June* 11, 1889.

Sir,

LORD SALISBURY has had under consideration your letter of the 28th ultimo respecting the case of the steam-ship "Humber," and the general question of quarantine on vessels passing through the Suez Canal.

In reply, I am directed by his Lordship to request that you will explain to the Executive Council of the Chamber of Shipping, that the regulation of quarantine in Egypt is in the hands not of the Egyptian Government alone, but of a Board on which all maritime Powers are represented: this Board consists of twenty-four members, nine of whom are officers of the Egyptian Government, while each foreign Power (including Great Britain) is represented by one Delegate; and it is to be

remembered that the views with respect to quarantine held by most of the Powers represented at this Board do not coincide with those held by Her Majesty's Government.

I am to point out to you that a regulation has been for some time in force which enables vessels to pass the Canal at once in quarantine without communicating with the shore, in cases such as that of the "Humber." It appears, however, that the captain of this steamer, who might have adopted this course, preferred to obtain pratique by undergoing the prescribed term of observation at Suez. The period of detention in the case of the "Humber" is the usual term imposed by the Board whenever there is an increase of cholera mortality at Bombay, according to statistical Returns which are periodically forwarded from thence by the Government of the Presidency, that arrangement having been made in order to prevent the imposition of quarantine on mere unauthenticated rumours.

The Executive Council will perceive from the foregoing explanation, that the case of the "Humber" does not constitute any departure from the practice at present prevailing under the sanction of the Board; but Lord Salisbury directs me to assure the Council that Her Majesty's Government are fully alive to the importance of the subject, and to state that they never fail to avail themselves of any opportunity that may offer to procure the adoption of more liberal regulations in respect to vessels which are submitted to quarantine.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 66.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 24. Commercial.)

*Foreign Office, June* 18, 1889.

Sir,

I TRANSMIT to you herewith copies of correspondence, as marked in the margin,* relative to the Quarantine Regulations in regard to vessels passing through the Suez Canal.

In view of the feeling which exists in this country, I should be glad to receive a full statement of the present condition of the case, either from yourself or in a Report from Dr. Mackie, with your observations on it.

The points upon which information is desirable are, first, what is the exact amount of extra expense or other burdens thrown on vessels passing the Canal in quarantine; and how many ships would be likely to pass the Canal in quarantine, either with or without a stoppage to coal at Port Saïd, if it were made easy for them to do so.

I am, &c.
(Signed) SALISBURY.

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No. 67.

*Acting Consul Willmore to the Marquis of Salisbury.—(Received July* 18.)

(No. 11. Commercial.)

*Alexandria, July* 8, 1889.

My Lord,

I HAVE the honour to transmit to your Lordship copy of Dr. Mackie's Report of a meeting of the Maritime and Quarantine Sanitary Board held on the 2nd instant. At the close of the meeting the Delegate for Austria-Hungary proposed that, in view of greater facilities being given in future for the passage of the Canal, masters of vessels should declare the quantity of disinfectants which they carried on board, and the mode of employing them; but a large majority were opposed to the adoption of such a measure.

Dr. Mackie remarks that the expression used by the Austrian Delegate as to greater facilities in the future for the transit of the Canal seems to indicate a change in his attitude at the Board.

I have, &c.
(Signed) J. S. WILLMORE.

* Nos. 56, 59, 60, 64, and 65.



Inclosure in No. 67.

*Dr. Mackie to Acting Consul Willmore.*

Sir,

*Alexandria, July* 4, 1889.

I HAVE the honour to report that a meeting of the Egyptian Maritime and Quarantine Sanitary Board was held on Tuesday, the 2nd instant.

Dr. Ardouin Bey, Inspector-General, who presided, announced that the President, Mr. Miéville, had left the previous day for England on urgent family affairs, and would be absent for about twenty days.

Communications from the Board of Health, Cairo, were read announcing that a few cases of farcy had occurred amongst the horses of the Egyptian army at Suakin and at the frontier. Although these cases have only been communicated to the Quarantine Administration lately, they occurred in April and May. Two cases of glanders have lately been declared in Alexandria in horses belonging to private individuals. In both cases the animals were killed.

The rest of the meeting was occupied in discussing arrangements for the pilgrimage. A native doctor was appointed to proceed to Mecca as Sanitary Agent of the Quarantine Board, and a native doctor and staff of employés were appointed to superintend the quarantine of the return pilgrims at Tor.

After the questions on the order of the day were finished, the Delegate for Austria-Hungary begged to be allowed to make a proposition. He proceeded to say that, in view of greater facilities for the passage of the Canal being granted in future to suspected or infected vessels, he proposed that captains of vessels should be made to declare what amount of disinfectants they carried, what their nature, and in what proportions, and in what manner they had been employed for disinfection, so that the Board might judge whether the disinfection had been properly carried out.

The Delegate for England observed that there still existed great variety of opinion amongst practical men on the subject of disinfection, men who at one time considered chemical agents absolutely necessary having now abandoned them. He considered that such a proposition as that of the Austrian Delegate might become exceedingly arbitrary and vexatious.

The Inspector-General thought that the thoroughness of the disinfection should be left to the appreciation of the Sanitary Agent, who should be instructed to inquire carefully into it.

Other Delegates were of the same opinion, and, on the proposition being put to the vote, it was lost by a large majority.

The expression used by the Austrian Delegate in his proposition, "in view of facilities to be given in the future for the passage of the Canal," foreshadows, I hope, a change in his former attitude at the Board, as he has been one who has most strenuously opposed any facilities being given except under almost impossible conditions.

I have, &c.
(Signed) J. MACKIE.

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No. 68.

*Acting Consul Willmore to the Marquis of Salisbury.—(Received July* 18.)

(No. 13. Commercial.)

*Alexandria, July* 8, 1889.

My Lord,

I HAVE the honour to transmit to your Lordship herewith copy of a letter I have received from Dr. Mackie, dated the 4th instant, respecting the French Messageries steamer "Calédonien," which, in spite of cases of cholera having occurred on board during her passage from Tonquin, was, at the instance of the French Delegate, allowed to pass the Canal in quarantine contrary to the Regulations. Dr. Mackie calls attention to the fact that the French Delegates have often voted in similar cases against vessels of other nationalities in equally good hygienic conditions passing through the Canal in strict quarantine.

I have, &c.
(Signed) J. S. WILLMORE.

Inclosure 1 in No. 68.

*Dr. Mackie to Acting Consul Willmore.*

*Alexandria, July* 4, 1889.

Sir,

I HAVE the honour to inclose, for your information, the papers connected with the French Messageries steamer "Calédonien," which arrived at Suez on the 18th ultimo from Tonquin, having had cases of cholera on board during the passage, and was allowed to pass the Canal in quarantine without being sent to perform quarantine at Tor as an infected vessel, in accordance with our "Règlement."

This case confirms what I have always pointed out, that the Powers which most rigorously uphold quarantine under all possible circumstances do so chiefly where their own interests are not involved.

The French Delegate, in giving his vote, says that on account of the good hygienic conditions and the measures of precaution adopted the ship may be considered a non-infected vessel. But, according to our "Règlement," no ship which has had cholera on board during the passage can be considered a non-infected vessel, and this "Règlement" the French Delegates have always upheld with regard to vessels coming from the Far East, and have often voted for its application to British vessels in equally good hygienic conditions, and opposed their passing the Canal in quarantine even when they did not wish to communicate with Egypt.

Although I consider the "Calédonien" an exceptionally good case for having all possible facilities granted, I draw your attention to it as the case of quarantine Power asking for exemption from the strict Quarantine Regulations which often in the past refused to recognize exceptional cases for vessels of other nationalities under equally good conditions.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 68.

*M. Ricard to Dr. Catelan.*

*Alexandrie, le* 14 *Juin*, 1889.

M. le Délégué,

NOTRE paquebot le "Calédonien," parti d'Aden pour Suez hier à 7 heures du soir et à bord duquel s'est produit avant l'arrivée à Colombo un décès cholérique, a quitté cette dernière escale et celle d'Aden, d'après les avis télégraphiques que j'ai reçus, après avoir pris toutes les mesures prescrites en pareil cas, dans des conditions sanitaires parfaites et avec patentes nettes.

Comme il est a espérer que le "Calédonien" arrivera à Suez Lundi prochain après une traversée de treize jours, dans des conditions aussi favorables, je viens vous prier de vouloir bien demander au Conseil qu'il autorise son transit en quarantaine, après visite médicale à Suez, ainsi qu'il l'a fait dans d'autres occasions analogues.

Je n'ai pas besoin de vous signaler tous les inconvénients ou pour mieux dire toutes les impossibilités qui résulteraient, au point de vue de la subsistance des passagers, de l'envoi à Thor d'un paquebot qui est absolument bondé en voyageurs suivant la dépêche que je reçois encore aujourd'hui.

J'ajoute que je m'engagerais d'ailleurs à supprimer l'escale à Alexandrie, dans le cas où il serait autorisé à transiter en quarantaine, tandis que cette escale serait faite si cette facilité ne m'était pas accordée.

Je vous serai obligé de vouloir bien me faire connaître le plus tôt possible la décision qui aura été prise.

Veuillez, &c.
L'Agent Principal,
(Signé) RICARD.

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Inclosure 3 in No. 68.

*Dr. Catelan to Mr. Miéville.*

*Alexandrie, le* 16 *Juin*, 1889.

M. le Président,

J'AI l'honneur de vous transmettre la lettre que m'adresse l'agent général de la Compagnie des Messageries Maritimes, à l'effet de demander pour le paquebot le "Calédonien" le transit du Canal en quarantaine.

Pour justifier sa demande, l'agent de la Compagnie invoque les excellentes conditions sanitaires du navire, les mesures de désinfection déjà prises, les patentes nettes, et pour surcroît de garantie s'engage à supprimer tout contact de ce navire avec le littoral Égyptien.

Vous estimerez, sans doute, comme moi, qu'il est indispensable avant de soumettre cette demande à l'examen du Conseil, d'attendre les résultats de la visite et de l'arraisonnement du navire à son arrivée à Suez.

Veuillez, &c.
(Signé) DR. CATELAN.

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Inclosure 4 in No. 68.

*Mr. Miéville to the Members of the Quarantine Board.*

*Alexandrie, le* 18 *Juin*, 1889.

Messieurs,

J'AI l'honneur de vous communiquer ci-joint la lettre qui m'a été adressée par M. le Délégué Sanitaire de France par intérim, me transmettant une demande de M. l'agent principal des Messageries Maritimes à l'effet d'obtenir que le paquebot "Calédonien" soit autorisé à transiter le Canal Maritime en état de quarantaine.

Je vous transcris également, Messieurs, la dépêche que je viens de recevoir du Directeur de l'Office Sanitaire de Suez au sujet de ce navire :—

"Vapeur 'Calédonien' arrivé ; médecin bord déclare que M. Richaud est décédé à bord de choléra le 31 Mai dernier, 3 h. 45 m. du matin ; son corps a été immergé ; tous les objets de linge et matériel de la cabine qu'il occupait ont été jetés à la mer immédiatement, ainsi que tous les vêtements et objets lui appartenant et lui ayant servi ; le lavage et la désinfection de la cabine ont été faits par des fumigations et par l'acide phénique, ce qui s'est continué jusqu'à ce moment. Un 'boy' Chinois de l'équipage est décédé le 1er Juin, à 11 h. 50 m. du soir, n'ayant pas offert les symptômes les plus complets, mais cependant des symptômes cholériformes. Les mêmes mesures de désinfection ont été prises, et les effets jetés à la mer, son corps aussi a été immédiatement immergé; depuis ces dates les mesures de désinfection ont été continuées, le docteur et l'infirmier du bord ont jeté à la mer les vêtements qu'ils portaient quand ils ont donné leurs soins aux malades. L'équipage de 175 personnes et les 177 passagers, depuis le dernier décès 1er Juin, a joui toujours bonne santé, le navire à son relâche à Colombo et Aden mis en quarantaine ; ai suspendu pratique. Veuillez câbler instructions.—FERRARI."

Je vous prie, Messieurs, de vouloir bien me faire connaître si vous êtes de l'avis de permettre au paquebot "Calédonien" de transiter le Canal Maritime en état de quarantaine.

Veuillez, &c.
(Signé) W. F. MIÉVILLE.

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Inclosure 5 in No. 68.

*Decision.*

*Pour.*

MM. Mori Pacha (Egypt).
Blomfield (Egypt).
Caillard (Egypt)
le Dr. Wacil (Egypt).
C. Sidarous (Belgium).
le Dr. Massa (Spain).

J'estime qu'en raison des mesures prises et des excellentes conditions sanitaires depuis le 1er Juin, le navire peut être considéré comme non infecté.—Dr. Catelan (France).

MM. Torella (Italy).
Ardouin (Egypt).
A. Minotto (Sweden).
Schiess (Egypt).
Varenhorst (Egypt).
Pally (Denmark).
Mackie (England).
Zancarol (Greece).
W. F. Miéville (Egypt).

*Contre.*

MM. le Dr. Castaldi (Turkey).
De Villiers (Russia).
De Klodzianowski (Austria).
J. Pollak (Portugal).
P. Demeck Holland).

*Abstention.*

Dr. Kulp (Germany).

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No. 69.

*Acting Consul Willmore to the Marquis of Salisbury.—(Received August 20.)*

(No. 15. Commercial.)

*Alexandria, August* 10, 1889.

My Lord,

I HAVE the honour to transmit to your Lordship copy of Dr. Mackie's Report of a meeting of the Maritime and Quarantine Sanitary Board held on the 6th instant. At this meeting a lengthy discussion took place as to the measures to be adopted at Tor on the return of the pilgrims from Mecca, in view of the reported outbreak of plague at Assyr. The Austrian Delegate was of opinion that very strong action should be taken by the Sanitary authorities to preclude the possibility of the disease being imported into Egypt; but a large majority of the members of the Board accepted the proposal of the Turkish Delegate to await the arrival of a fresh Report from Mecca as to the condition of the pilgrims in that city before deciding upon the adoption of exceptionally severe measures. They were, however, unanimously in favour of the erection at Tor of a disinfecting apparatus to be ready in case of necessity, and of the dispatch to that station of one of the ablest sanitary doctors. The measure proposed by the Austrian Delegate, namely, that each pilgrim should be subjected to a medical examination, and their clothes disinfected, is held by Dr. Mackie to be impracticable.

I have, &c.
(Signed) J. S. WILLMORE.

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Inclosure in No. 69.

*Dr. Mackie to Acting Consul Willmore.*

*Alexandria, August* 7, 1889.

Sir,

I HAVE the honour to report that a meeting of the Maritime and Quarantine Sanitary Board was held yesterday. Mr. Miéville, having returned from short leave of absence, presided.



The time of the meeting was entirely occupied in discussing measures to be adopted on the return of pilgrims to Tor, in view of the possible importation of plague.

The Austrian Delegate, after commenting on the various outbreaks of plague at Assyr, its possible importation into Mecca, perhaps in a very mild form not recognized as plague, and its possible conveyance in this way to Egypt, proposed, on the part of his Government, that this year exceptionally stringent measures should be adopted at Tor before admitting the pilgrims to free pratique. The measures he proposed were, disinfection of effects by moist heat in a proper disinfecting aparatus; a minute medical examination of the body of each individual pilgrim, so that no slight symptoms, such as slight swelling of axillary or parotid glands, &c., should escape notice.

The President, who spoke next, expressed his willingness to have the disinfecting apparatus transferred immediately from Alexandria to Tor, to be ready in case of need; but thought it would not be dignified for the Board to decide to adopt such severe and rather alarming measures until it was known whether the sanitary state of the pilgrims justified them. The Austrian Delegate took exception to the expression "would not be dignified" (the words used were "dans la dignité du Conseil") as applied by the President to the proposition of his Government; on which the President adopted another method of expressing himself, and, in a few observations, expressed his meaning more clearly and satisfactorily. The Delegate for Turkey, referring to the various outbreaks of plague at Assyr, ten in all, observed that the disease had never assumed there an invading or spreading character; and that, in a few days, we should have a Report on the sanitary state of Mecca, after the sacrifices. He therefore proposed that, before deciding to adopt exceptionally severe measures, we should await a sanitary Report, as there would still be sufficient time to decide on the measures to be adopted, which might even be more severe than those proposed by the Austrian Delegate, if bad sanitary conditions required it; but, as the sanitry Reports up to this time have been exceedingly good, he thought it was premature to decide on adopting specially severe measures. Most of the Delegates adopted this view, and the discussion on the Austrian Delegate's proposition was postponed by a vote of 15 for postponement, 2 for immediate decision, and 3 abstentions.

It was unanimously decided, however, that the disinfecting apparatus should be at once transferred to Tor, and erected there in working order to be ready, and that one of the ablest sanitary doctors should be sent there.

In a conversation with the President after the meeting, I expressed strongly my opinion as to the necessity of having some practical plan prepared for attempting to stamp out the disease should cases of it be imported to Tor, which I think is extremely unlikely. I pointed out that, as plague is generally considered a contagious disease, the pilgrims, whose effects have undergone disinfection, must be sent to a camp by themselves at some distance, and not allowed again to come in contact with the others. This will require arrangements to be made to organize an encampment on a large scale in case of need. Disinfection of the effects of all pilgrims, as proposed by the Austrian Delegate, presents almost insurmountable difficulties. Most of the pilgrims have no change of clothes, and possess only those they are actually wearing; and I feel sure they would never submit to give them up for disinfection, unless supplied with other garments, and probably not even then, as I have no doubt they would refuse to part with the clothes in which they have made the holy pilgrimage for a reason which they cannot appreciate. As to the second part of the proposition of the Austrian Delegate, viz., to examine minutely the body of each individual, healthy and unhealthy; that seems to me to be proposing also an impossibility. Most of them will refuse to submit to it, and certainly they will never allow it for their women. It seems to me that the propositions of the Austrian Government are practically impossible for general application.

I have, &c.
(Signed) J. MACKIE.

No. 70.

*Sir C. Cookson to the Marquis of Salisbury.—(Received September 3.)*

(No. 18. Commercial.)

*Alexandria, August* 26, 1889.

My Lord,

I HAVE the honour to inclose herein copy of a letter I have received from Dr. Mackie respecting the steam-ship "Glendower," which arrived at Suez on the 11th instant. Three cases of cholera occurred on board this ship at the port of Hoilo, but the health having been good during the remaining forty-three days of the voyage, the majority of the members of the Board voted in favour of her being allowed to transit the Canal in strict quarantine. Dr. Mackie calls attention to the fact that the minority included the Delegates of Turkey, France, Austria, and Holland, and that while the two latter have always shown themselves unfavourable in similar circumstances, the attitude of the French Delegate is surprising, as he has lately shown a more liberal tone.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 70.

*Dr. Mackie to Acting Consul Willmore.*

*Alexandria, August* 20, 1889.

Sir,

I HAVE the honour to inclose, for your information, papers showing the action of the Quarantine Board with regard to the British steamer "Glendower, arrived at Suez the 11th instant from Hoilo after a forty-three days' passage.

During the stay of the vessel in the port of Hoilo three cases of cholera occurred on board, viz., one on the 21st, one on the 24th, and one on the 25th June. They were removed to hospital, where they died. No more cases occurred, and the health on board from that time to the vessel's arrival at Suez was good.

As the vessel was sugar-laden, and not likely to remain in Egypt, though her destination was Port Saïd, for orders, I asked the Board to permit transit in quarantine, not wishing to ask anything which might raise a discussion on the letter of the "Règlement." Permission to pass in quarantine was voted by a large majority, evidently taking into consideration the lapse of time from the 25th June to the 11th August.

Notwithstanding this, you will observe that the minority against it consists of the Delegates of Turkey, France, Austria, and Holland.

The two latter have always been opposed to every facility. The French Delegate seemed at one time more conciliatory, and latterly even supported the proposition of the Messageries Company to allow the "Calédonien," on which there had been one or two deaths from cholera during the voyage, to pass the Canal in quarantine. It seems to me inexplicable why, in this instance, he should have voted against the "Glendower."

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 70.

*Mr. Miéville to the Members of the Quarantine Board.*

*Alexandrie, le* 11 *Août*, 1889.

Messieurs,

J'Ai l'honneur de vous communiquer ci-joint une dépêche que je viens de recevoir de M. le Directeur de l'Office de Suez.

Je vous prie, Messieurs, de vouloir bien me faire connaître si, vu que le navire a été désinfecté, que les effets ont été brûlés, et que la traversée de quarante-trois jours a été indemne, vous autorisez le "Glendower" à transiter le Canal en quarantaine.

Veuillez, &c.
Le Président,
(Signé) W. F. MIÉVILLE.

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| *Pour le transit en Quarantine.* | *Contre.* |
|---|---|
| MM. le Dr. Pollak (Portugal). | MM. D. Duca (Turkey). |
| Torella (Italy). | Demeck (Holland). |
| Varenhorst (Egypt). | |
| Pally (Denmark). | Quels sont ces moyens du bord ? |
| Schiess (Egypt). | MM. D. Klodzianowski (Austria). |
| Kulp (Germany). | P. Girard (France). |
| Mackie (England). | |
| G. de Laurin (Sweden and Norway). | |
| A. Ivanoff (Russia). | |
| A. Grech (Spain). | |
| Captain Blomfield (Egypt). | |
| C. Sidarouss (Belgium). | |
| Morice Pasha (Egypt). | |
| Wacil (Egypt). | |
| Ardouin (Egypt). | |
| Ornstein (Egypt). | |
| W. F. Miéville (Egypt). | |
| Zancarol (Greece). | |

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Miéville, Alexandrie.

*Suez, le* 11 *Août*, 1889.

Vapeur Anglais "Glendower" arrivé de Iloilo, Philippines, en quarante-trois jours; équipage vingt-quatre, cargaison sucre; destination Port-Saïd; ordre. Ce navire pendant son séjour Iloilo le 21 Juin a eu un chauffeur atteint de choléra, le 24 un autre chauffeur atteint de choléra, le 25 un marin atteint de choléra; ces trois individus, par ordre du médecin de la ville, furent immédiatement débarqués à l'hôpital où ils décédèrent quelques heures après; et le même jour qu'ils furent atteints les effets des décédés furent brûlés. Navire désinfecté par les moyens du bord. Pendant traversée santé bord parfaite. Dans les ports de relâche Singapore, Colombo, et Périm a reçu libre pratique. Ai suspendu pratique. Prière câbler instructions.

(Signé) FERRARI.

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No. 71.

*Sir C. Cookson to the Marquis of Salisbury.—(Received September 3.)*

(No. 19. Commercial.)

*Alexandria, August* 26, 1889.

My Lord,

I HAVE the honour to transmit herewith copy of a letter I have received from Dr. Mackie respecting the steam-ship "Alberta," which reached Suez on the 15th instant. Several cases of cholera occurred on board this vessel during her stay at Iloilo, but as she was strongly disinfected before leaving that port, and the health was afterwards satisfactory, the Board accepted Dr. Mackie's proposal to allow her to transit the Canal in quarantine. Dr. Mackie points out that it would have been extremely difficult to obtain free pratique for the ship in view of the opposition of several of the representatives at the Board.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 71.

*Dr. Mackie to Sir C. Cookson.*

*Alexandria, August* 23, 1889.

Sir,

I HAVE the honour to inclose, for your information, a Report of the decision of the Quarantine Board with regard to the British steamer "Alberta," which arrived at Suez on the 15th instant, having had several cases of cholera on board during her stay in the port of Hoilo in the end of June, and was afterwards

disinfected by order of the port Sanitary authorities, the health on board thereafter being perfect.

As in the case of the steamer "Glendower," which I reported a few days ago, I requested that the vessel should be allowed to transit the Canal in quarantine. Had the vessel wished to communicate with Egypt, the case would have been a very strong one to demand free pratique, but this would have involved a meeting of the Board and a discussion on the "Règlement," which states that a vessel having had cholera on board at the port of departure shall undergo quarantine before entering the Canal. To avoid such a discussion, which, as you will see by the voting list, would have had a considerable hostile element in it, I asked for transit in quarantine, which was voted by a majority by Circular without calling a meeting.

The Delegates of France, Holland, Austro-Hungary, Turkey, and Sweden having again in this case voted against it, while the Delegates of Italy, Greece, Germany, and one Egyptian Delegate abstained from voting.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 71.

*Dr. Mackie to Mr. Miéville.*

*Alexandrie le* 15 *Août*, 1889.

M. le Président,

J'AI l'honneur de vous prier de vouloir bien, vu que le vapeur "Alberta" a été désinfecté par l'autorité Sanitaire à Iloilo, que plus de quarante jours se sont écoulés depuis le dernier cas, que le voyage a été indemne, que la santé à bord est parfaite, et que sa destination est Liverpool, demander à MM. les membres du Conseil Quarantenaire d'autoriser ce navire à transiter le Canal en quarantaine.

Veuillez, &c.
(Signé) J. MACKIE, *Délégué d'Angleterre.*

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Inclosure 3 in No. 71.

*Mr. Miéville to the Members of the Quarantine Board.*

*Alexandrie, le* 15 *Août*, 1889.

Messieurs,

J'AI l'honneur de vous transcrire ci-contre une dépêche que je viens de recevoir de M. le Directeur de l'Office de Suez.

M. le Délégué d'Angleterre, vu que le vapeur "Alberta" a été désinfecté par l'autorité Sanitaire à Iloilo, que plus de quarante jours se sont écoulés depuis le dernier cas, que le voyage a été indemne, que la santé à bord est parfaite, et que sa destination est Liverpool, me prie de vous demander d'autoriser ce navire à transiter le Canal en quarantaine.

Veuillez, &c.
Le Président,
(Signé) W. F. MIÉVILLE.

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*Pour.*

MM. le Dr. Schiess.
J. Pollak.
Ch. de Laurin.
O. Wacil.
R. Blomfield.
Morice Pacha.
C. Sidarouss.
G. Zancarol.
J. Mackie.
Safonat.
Ornstein.
Ardouin.
W. F. Miéville.

*Contre.*

MM. P. Girard.
le Dr. Demeck.
de Klodzianowski.
Duca.
A. Grech.



*Abstentions.*

MM. le Dr. Pally.
Varenhorst.
Torella.
Kulp.

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Miéville, Alexandrie. *Suez, le* 15 *Août*, 1889.

Vapeur Anglais "Alberta" parti Iloilo 6 Juillet; trente-trois équipage; un passager; destination Liverpool. Pendant son séjour Hoilo 21 Juin, le cuisinier du bord fut attaqué du choléra, le lendemain mourut à bord; le 27 deux chauffeurs furent attaqués de choléra, sont guéris après trois jours traitement, le 30 autre chauffeur attaqué de choléra fut débarqué hôpital où il mourut le même jour; même jour autres deux chauffeurs attaqués par choléra, guéris en quatre jours. Effets décédés détruits par le feu, navire désinfecté par ordre autorité Sanitaire Hoilo. Pendant traversée santé bord parfaite. A Singapore, Colombo, Périm, ports de relâche, mis en pratique. Ai suspendu pratique. Prière donner instructions.

(Signé) DR. FERRARI.

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No. 72.

*Sir C. Cookson to the Marquis of Salisbury.—(Received September* 14.)

(No. 20. Commercial.)

My Lord, *Alexandria, September* 5, 1889.

I HAVE the honour to transmit herewith to your Lordship a Report of Dr. Mackie with regard to the steam-ship "Elsie," which arrived at Suez on the 30th ultimo. This vessel had a case of cholera on board on the 14th July last, during her stay in the port of Samoken.

The proposal of Dr. Mackie to allow this ship to transit the Canal in quarantine was accepted by a large majority.

The French Delegate again in this instance voted against any relaxation of the strict rules.

I venture also to draw your Lordship's attention to Dr. Mackie's observations on the constant opposition of Dr. Demeck, the Delegate of Holland. This gentleman being a British subject, might easily be made more amenable to reason if he were to receive instructions from the Government he represents on the Board to support the British Delegate in affording facilities to that commerce with the East, in which Holland is so largely interested.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 72.

*Dr. Mackie to Sir C. Cookson.*

Sir, *Alexandria, September* 3, 1889.

I HAVE the honour to inclose, for your information, papers showing the action of the Quarantine Board with regard to the British steamer "Elsie."

The steamer "Elsie" arrived at Suez on the 30th August from Samarang, having left the latter port on the 27th July.

According to the official log a fireman on board died of cholera on the 14th July, during the stay of the vessel in the port of Samoken, Island of Java. The effects of the deceased were thrown into the sea, and the vessel disinfected by the Sanitary authorities. Notwithstanding this the vessel, according to our "Règlement," was still regarded as an "infected vessel" on arrival at Suez, and disqualified for passing the Canal before performing quarantine. I wrote officially to the President requesting the vessel to be allowed to transit immediately in quarantine, as she was not bound for an Egyptian port beyond calling at Port Saïd for orders. My request was submitted by the President to the Delegates at the Board, and was accorded by a large majority, there being only two against it, viz., the Delegates of France and Holland. The Delegate for Holland is a Maltese, and, I imagine, is allowed to act on his own responsibility. The Delegate for France, who at one time showed a

tendency to be more rational and liberal, is now the determined opponent of all facilities for transit when their own interests are not compromised, as in the case of the Messageries' steamer "Calédonien.'

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 72.

*Mr. Miéville to the Members of the Quarantine Board.*

*Alexandrie, le* 30 *Août*, 1889.

Messieurs,

J'AI l'honneur de vous transcrire ci-contre une dépêche que je viens de recevoir de M. le Directeur de l'Office Sanitaire de Suez:—

"M. le Délégué d'Angleterre, vu que le vapeur 'Elsie' a été désinfecté par l'autorité Sanitaire de Java, que quarante-six se sont écoulés depuis le décès, que les effets ont été jetés à la mer, que le voyage a été indemne depuis Samarang, et que la santé à bord est parfate, me prie de vous demander d'autoriser ce navire à transiter le anal en quarantaine."

Veuillez, &c.
Le Président,
(Signé) W. F. MIÉVILLE.

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| *Pour.* | *Contre.* |
|---|---|
| MM. le Dr. Mackie. | Pierre Girard (France). |
| Varenhorst. | Dr. Demeck (Holland). |
| Torella. | |
| A. Grech. | |
| De Klodzianowsky. | |
| Pally. | |
| G. Zancarol. | |
| O. Kulp. | |
| J. Pollak. | |
| Schiess. | |
| Ardouin. | |
| Ch. de Laurin. | |
| Safonat. | |
| O. Wacil. | |
| Hornstein. | |
| Morice Pacha. | |
| R. M. Blomfield. | |
| W. F. Miéville. | |

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*Suez, le* 30 *Août*, 1889, 2·10 P.M.

Miéville, Alexandrie.

Vapeur Anglais "Elsie" parti de Samarang le 27 Juillet, équipage vingt-six, destination Port-Saïd, pour ordre. De "l'official log" je relève que, pendant son séjour à Samoken (Ile Java), 14 Juillet, un chauffeur décéda de cholera. Navire désinfecté par autorité Sanitaire, et effets jetés à la mer. Le 19 Juillet le cuisinier du bord décéda par maladie de cœur. Pendant traversée santé bord parfaite. Ai suspendu pratique. Prière donner instructions.

(Signé) FERRARI.

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No. 73.

*The Marquis of Salisbury to Mr. Conyngham Greene.*

*Foreign Office, September* 24, 1889.

(No. 35. Commercial. Confidential.)

Sir,

I INCLOSE, for your information, a copy of a despatch from the British Delegate to the Egyptian Quarantine Board. In the case mentioned in Dr. Mackie's



despatch, Dr. Demeck, the Netherland Delegate, opposed a proposal that the "Elsie" should pass the Suez Canal in quarantine because a death from cholera had occurred on board forty-six days before her arrival in Egypt.

Dr. Demeck is a native of Malta, where extreme views prevail as to the necessity and efficacy of quarantine, and he constantly opposes the action of the British Delegate in endeavouring to obtain facilities for the commerce with the East, in which Holland is so largely interested; and I have, therefore, to request you to take an opportunity of representing unofficially to the Netherland Government that it would be to the advantage of the Dutch as well as of the British shipping trade if Dr. Demeck received instructions to support a more liberal policy at the Board.

I am, &c.
(Signed) SALISBURY.

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No. 74.

*Sir H. Rumbold to the Marquis of Salisbury.—(Received October* 7.)

*The Hague, October* 5, 1889.

(No. 61. Commercial. Confidential.)

My Lord,

I RECENTLY had an opportunity of speaking unofficially to the Minister for Foreign Affairs on the subject of the attitude of the Netherland Delegate to the Egyptian Quarantine Board as complained of in Dr. Mackie's letter of the 3rd ultimo, inclosed to me in your Lordship's despatch No. 35, Commercial, Confidential.

I explained to his Excellency the action taken by Dr. Demeck in the affair of the British steam-ship "Elsie," and, while pointing out how greatly Dutch interests were concerned in removing rather than increasing the obstructions placed on commerce by two extreme views on the subject of quarantine, I observed that it was unfortunate that the Delegate for Holland should be the only member of the Quarantine Board who was found to lend himself to the systematic opposition offered by the French Representative to reasonable facilities for transit in all cases in which French interests were not at stake. I ventured, I said, to express the hope that Dr. Demeck might be instructed to support a more liberal policy at the Board.

M. Hartsen promised to inquire into the matter.

I have, &c.
(Signed) HORACE RUMBOLD.

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No. 75.

*The Marquis of Salisbury to Sir H. Rumbold.*

*Foreign Office, October* 8, 1889.

(No. 37. Commercial.)

Sir,

I APPROVE of your language to the Netherland Minister for Foreign Affairs with reference to the attitude of the Netherland Delegate to the Egyptian Quarantine Board, as reported in your despatch No. 61, Commercial, Confidential, of the 5th instant.

I am, &c.
(Signed) SALISBURY.

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No. 76.

*Foreign Office to Sir C. Cookson.*

*Foreign Office, October* 8, 1889.

(No. 5. Commercial.)

Sir,

THE Marquis of Salisbury caused Dr. Mackie's Report respecting the attitude observed by the Netherland Delegate to the Egyptian Quarantine Board, which was inclosed in your despatch No. 20, Commercial, of the 5th ultimo, to be communicated to Her Majesty's Minister at the Hague with instructions to represent the action of the Netherland Delegate unofficially to the Netherland Government.

* Inclosure 1 in No. 72.



F.O. 407/84 PUBLIC RECORD OFFICE, LONDON

Sir H. Rumbold accordingly spoke to the Foreign Minister on the subject, and His Excellency promised to inquire into the matter.

I am, &c.
(Signed) T. V. LISTER.

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No. 76 A.

*Sir C. Cookson to the Marquis of Salisbury.—(Received October 14.)*

(No. 23. Commercial.)

*Alexandria, October 4, 1889.*

My Lord,

I HAVE the honour to transmit to your Lordship an extract of a Report of Dr. Mackie, in which he states that at the meeting of the Maritime and Quarantine Sanitary Board held on the 1st instant, the President of the Sanitary Board drew the attention of the Delegates to the fact that the year of trial decided on by the Board previous to the abolition of sanitary dues on merchandize in quarantine (with regard to which I had the honour to transmit to your Lordship, in my despatch No. 8 of the 7th April, 1888, a full Report of Dr. Mackie), had now expired. It was accordingly proposed by the President to pass a Resolution to abolish the tax definitely, as the Budget of the past year shows a large surplus, in spite of this reduction.

The Austrian Delegate objected to this Resolution being passed without consultation of his Government, and several Delegates having concurred in this objection, it was decided to defer passing the proposed Resolution until the Delegates have communicated with their respective Governments on the subject.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure in No. 76 A.

*Dr. Mackie to Sir C. Cookson.*

*Alexandria, October 1, 1889.*

(Extract.)

I HAVE the honour to report that a meeting of the Maritime and Quarantine Sanitary Board was held this morning.

The President reminded the Delegates that the year of trial decided on by the Board for the abolition of sanitary dues on merchandize in quarantine expired yesterday, and stated that although no sanitary dues had been levied during the past year, the finances of the Board still showed a large surplus, even though the income of the Board during the past year had not been very large from other quarantine sources. He therefore looked upon the past year as a very favourable test as to whether the finances of the Board could support the entire abolition of the tax on merchandize in quarantine. The result had been so favourable that the President proposed now to pass a Resolution to abolish the tax definitely. The Austrian Delegate objected to the Resolution being passed before the Delegates had reported the matter to their Governments. Several Delegates concurred in this, and after some discussion it was agreed to allow the exemption from tax to go on, but to defer passing a Resolution of the Board for definitely abolishing it until the Delegates had communicated the result to their Governments.

This is a very just measure, and I hope the tax is now definitely abolished, as it was absurd to retain quarantine disinfection dues upon merchandize which never was, and could not be, disinfected.

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No. 76 B.

*Foreign Office to Board of Trade.*

*Foreign Office, October 19, 1889.*

Sir,

WITH reference to the letter from this Department of the 19th April, 1888, I am directed by the Marquis of Salisbury to transmit to you, to be laid before the Board of Trade, the accompanying despatch, as marked in the margin,* respecting the definitive abolition of the sanitary dues in Egypt. Lord Salisbury proposes to

* No. 76 A.



inform Her Majesty's Consul at Alexandria that Her Majesty's Government are in favour of the abolition of the dues in question.

I am, &c.
(Signed) T. V. LISTER.

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No. 77.

*Sir E. Baring to the Marquis of Salisbury.—(Received October 28.)*

(No. 27. Commercial. Confidential.)

*Cairo, October 17, 1889.*

My Lord,

YOUR Lordship's despatch No. 24, Commercial, of the 18th June, reached me as I was on the point of leaving for England. I ventured to instruct Mr. Clarke to allow the matter to stand over till my return to Egypt.

I have now the honour to inclose a copy of a Report which Dr. Mackie has communicated to me on the points raised in your Lordship's despatch.

Dr. Mackie states the amount of the charges thrown on vessels which pass through the Canal in quarantine, and on those which, after performing a quarantine of twenty-four hours at Suez, pass through the Canal in pratique.

It must, however, be remembered that in the latter case the chief burden thrown on shipowners is due to loss of time. I observe that, in the case of the "Humber," mentioned in the inclosures to your Lordship's despatch under reply, the total loss caused by the detention of twenty-four hours is estimated at 50*l*.

Your Lordship will observe that since 1884 by far the greater number of vessels arriving at Suez in quarantine have preferred to remain twenty-four hours at that port rather than incur the inconvenience and expense of passing through the Canal in quarantine.

It may be that one reason for this is that most vessels coal at Port Saïd, and that, inasmuch as the time of transit through the Canal cannot, under existing Regulations, be counted as quarantine, commanders of vessels do not think it worth while to incur the extra expenditure involved in passing through in quarantine.

I have, on previous occasions, frequently advocated the adoption of a change in the Rules, which would allow the period of transit through the Canal to count as quarantine. Your Lordship will observe from Dr. Mackie's Report that this matter has been under the consideration of the Board. Dr. Mackie, however, thinks that inasmuch as a heavier fee than at present would be imposed, few ship-owners would take advantage of the change in the Rule. The change would, however, without doubt, be an improvement, but it would probably not be worth while, in British interests, to make any considerable concessions to obtain it; more especially as foreign Governments would not improbably insist upon ships undergoing some elaborate disinfecting process at Suez, which would be almost, if not quite, as inconvenient as the present detention of twenty-four hours.

Turning from the special points raised in your Lordship's despatch under reply to the more general question of quarantine, I have the following observations to submit.

The whole question was very fully discussed in 1887, and I venture to refer your Lordship to the correspondence which took place at that time. There was not, I think, any substantial difference amongst the various British authorities concerned as to the objects which it was thought desirable to attain. There was, however, some little difference as to the method which it would be prudent to adopt in order to attain those objects. Mr. Miéville thought that it was desirable to move in the matter and enter into negotiations with foreign Governments, especially with the Austrian Government. I do not think that Dr. Mackie, who speaks with very great authority on quarantine matters, even expressed any very decided opinion on the subject. I was rather inclined to share Mr. Miéville's view, without, however, holding any very strong opinion on the subject. The Foreign Office authorities, on the other hand, thought that the wisest thing was to leave the matter alone for the present, and to trust to time to modify gradually the views of the Quarantine Powers.

The matter is now, as it was then, a difficult one to decide. The peculiarly friendly relations which exist between Her Majesty's Government and some at least of the quarantine Powers would appear to render the present moment favourable to negotiation. Further, although Dr. Mackie informs me that there has been some little uneasiness lately, owing to some reputed cases of plague in Arabia and

of cholera at Bagedad, there has not been anything approaching to a cholera panic for the last three or four years.

On the other hand, if the general question were raised, the Quarantine Powers would certainly ask for a reconstitution of the Board of Health, in the sense of diminishing the importance of the Egyptian vote. I think now, as I thought in 1887, that it would be worth our while to accept this as a basis of negotiation; but I quite admit that it is very doubtful whether we should be able to secure terms sufficiently favourable to make it worth while to concede this point.

There can be no doubt that we run some risk in leaving the matter alone. Dr. Mackie very accurately described to me the Board at Alexandria as being not only a Board of Health, but a "Political Club." Mr. Miéville, I may observe, showed me, a short time ago, a very remarkable list of cases upon which the votes of the Board had to be taken. For a considerable period the French Delegate always voted for leniency, and the German for stringency, in the application of the Rules. Suddenly—I presume under instructions received from Paris—the French Delegate took to voting for stringency; simultaneously the German Delegate took to voting for leniency. This coincidence is so remarkable, that it is almost impossible not to ascribe the change to political antagonism, if not between the French and German Governments, at all events between their Delegates on the spot.

If we leave the matter alone, we are undoubtedly exposed to the evils of a combination such as existed against us when I first came to Egypt some six years ago. Were the Germans and Austrians inclined to be hostile to British policy generally this hostility would, I cannot doubt, produce an immediate effect on the action of their Delegates on the Quarantine Board. The Austrian Delegate, I may mention, is personally a violent quarantinist; but he is kept tolerably quiet by the Austrian Consul-General, who is opposed to quarantine, and by his Government, who—whatever their views on this particular subject may be—do not wish to raise any question which would bring them into diplomatic collision with Her Majesty's Government.

Against these arguments, it may be urged that, in their own interests, the Continental Powers are gradually showing a tendency to relax the rigour of quarantine Rules. If we only have the good luck not to incur another cholera panic, I cannot doubt that this movement will continue.

On the whole, I am inclined to think that the experience of the last two years justifies the view taken by the Foreign Office authorities rather than that which I was inclined to support when the matter was last under discussion. I should on the whole be disposed to let the matter alone, and to take every opportunity which may arise on the spot in connection with the detail of special cases for obtaining greater freedom from quarantine obstructions. The matter, however, is not one on which it is possible to offer any very decided opinion. Should your Lordship think that it is desirable to raise the general question, I would suggest that the best method of procedure would be to formulate our proposals, and to submit them in the first instance to Vienna, and subsequently to Berlin and Rome. I should not recommend that the initiative should be taken here without some preliminary negotiations of this nature.

I have, &c.
(Signed) E. BARING.

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Inclosure 1 in No. 77.

*Dr. Mackie to Sir C. Cookson.*

*Alexandria, October* 8, 1889.

Sir,

REFERRING to the despatch of the 18th June, 1889, addressed by the Marquis of Salisbury to Sir E. Baring, I have the honour to submit the following observations on the points on which his Lordship more particularly desires information.

Before entering upon detailed observation on these points, it may be well to state that strict quarantine in the Suez Canal against suspected or infected vessels is held by all Continental Powers to be necessary for the protection of Egypt as well as of Europe; in fact, they hold that infected vessels ought not to be allowed to enter the Canal without having undergone a rather long quarantine at Tor, and their Delegates at the Quarantine Board are instructed in this sense.

With regard to the first on which information is particularly desired—"the



exact amount of expenses and other burdens thrown on vessels passing the Canal in quarantine."

Ships from the East passing through the Canal in quarantine must take on board at Suez a sanitary guard, who is disembarked at Port Saïd. The quarantine dues levied at Suez on such vessels amount to about 240 piastres tariff (97½ piastres = 1*l.*). Another charge may be made at Port Saïd for goods, &c., to prevent communication while the vessel stops there, amounting to about 120 piastres tariff. These charges might vary a little according to the tonnage of the ship, but I am informed by the Administration that these would be about the charges for an average vessel passing through the Canal. These are all the charges and burdens thrown directly on the vessels by the Quarantine Board. The expenses of the sanitary guard from the time he leaves Suez till he is sent back are not charged to the particular vessel but are paid out of the general funds of the Quarantine Administration.

There will be a little delay at Suez while the vessel is being visited by the health officer and bills of health put in order, but a simply "suspected" vessel, in good sanitary condition, wishing to transit in quarantine is allowed to enter the Canal with the very least delay possible.

Vessels arriving at Suez in quarantine, and wishing to communicate with Egypt or to transit the Canal in free pratique, are obliged to perform a short quarantine of observation at Suez, generally amounting to about twenty-four hours. On such vessels a quarantine tax of about 188 piastres is levied, and no other burdens imposed by the Quarantine Board.

With regard to the second point—"How many ships would be likely to pass the Canal in quarantine if it were made easy for them to do so?"—it is very difficult, and, indeed, impossible to give a decided answer, but my impression is that there would be very little difference from the existing state of things, as the difficulties in the way of passing the Canal in quarantine at present are not great for simply suspected vessels—a proposition which would make it easier for them, by allowing the time passed in the Canal to count as quarantine, so as to enable them to receive free pratique on arrival at Port Saïd, has been discussed at the Quarantine Board, and the matter referred by the Delegates to their Governments for instructions, but no answers have been received except from one or two smaller Powers, which would agree to it on condition that some rather vexatious operations of bilge disinfection should be practised. Even with the facility of having the time passed in the Canal counted as quarantine, I question if many merchant-ships would take advantage of it, as the quarantine taxes would be considerably heavier. I am told by the President of the Quarantine Board that he would have to charge a tax of 5*l.* on each vessel to meet the expenses of the increased number of sanitary guards, which would be necessary to accompany the vessels if they all, or a large number of them, passed in quarantine. In the depressed condition in which shipping has been in for several years, I believe that most merchant-vessels would prefer performing twenty-four hours' quarantine at Suez to paying an increased tax.

To show the number of vessels which transit in quarantine, and those which prefer performing the short quarantine at Suez, and thereafter passing in free pratique under the existing conditions, I append hereto a Table, giving the numbers for the last eight and a-half years up to end of June 1889.

You will see by this Table that up to the end of 1884 the large majority of vessels chose to transit the Canal in quarantine. Since 1884 the large majority has preferred to perform the short quarantine at Suez and transit in free pratique. The reason of this probably is that up to 1884 the old Quarantine Regulations were in force, which imposed a delay in most cases of several days at Suez before being allowed to enter the Canal in free pratique, which was a serious loss of time. In 1884 the Regulations were modified, and since then comparatively few vessels have chosen to pass in quarantine, preferring to receive free pratique by a delay at Suez, which seldom, if ever, exceeds twenty-four hours. This short delay is evidently not looked upon as a very serious thing by merchant-vessels, as the difficulties in the way of their passing immediately in quarantine are very small as far as the Quarantine Board is concerned.

I have, &c.
(Signed) JAMES MACKIE.

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Inclosure 2 in No. 77.

VESSELS arrived at Suez from the Red Sea in Quarantine.

| Years. | Number which performed Quarantine of Observation at Suez. | Number which passed Canal in Quarantine. |
|---|---|---|
| 1881 .. .. .. .. | 18 | 368 |
| 1882 .. .. .. .. | 138 | 293 |
| 1883 .. .. .. .. | 186 | 123 |
| 1884* .. .. .. .. | 576 | 28 |
| 1885 .. .. .. .. | 673 | 14 |
| 1886 .. .. .. .. | 150 | 9 |
| 1887 .. .. .. .. | 102 | 15 |
| 1888 .. .. .. | 133 | 3 |
| 1889 (up to the end of June) .. | 46 | 20 |
| Total .. .. | 2,022 | 868 |

No. 78.

*Board of Trade to Foreign Office.—(Received October 29.)*

Sir, *Board of Trade, London, October* 28, 1889.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 19th instant, with inclosures, on the subject of the proposed definitive abolition of the sanitary dues levied in Egypt on merchandize in quarantine; and in returning herewith the documents forwarded with your letter, I am to request that you will state to the Marquis of Salisbury that this Board concur in the course which his Lordship proposes to take.

I have, &c.
(Signed) C. CECIL TREVOR.

No. 79.

*Foreign Office to Sir C. Cookson.*

(No. 6. Commercial.)

Sir, *Foreign Office, October* 31, 1889.

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your despatch No. 23, Commercial, of the 4th instant, inclosing an extract of a Report from Dr. Mackie on the subject of the proposed definitive abolition of the sanitary dues levied in Egypt on merchandize in quarantine, and I am to inform you that Her Majesty's Government approve the abolition of those dues.

I am, &c.
(Signed) JAMES FERGUSSON.

No. 80.

*Sir C. Cookson to the Marquis of Salisbury.—(Received November 4.)*

(No. 24. Commercial.)

My Lord, *Alexandria, October* 24, 1889.

I HAVE the honour to transmit to your Lordship a Report of Dr. Mackie respecting the British steamer "Baghdadi," which had cases of cholera on board while at Bussorah, and arrived in Suez in quarantine, bound for London.

At the request of Dr. Mackie this vessel was allowed to pass the Canal in quarantine by a feeble majority, composed chiefly of Egyptian Delegates.

I have, &c.
(Signed) CHAS. A. COOKSON.

* In 1884 the Quarantine Regulations were modified.



Inclosure 1 in No. 80.

*Dr. Mackie to Sir C. Cookson.*

Sir, *Alexandria, October* 17, 1889.

I HAVE the honour to inclose, for your information, the case of the British steamer "Baghdadi," arrived at Suez in quarantine bound for London, and allowed by decision of the Quarantine Board by a feeble majority to pass the Canal in quarantine.

According to a telegram received from the Quarantine Agent at Suez the steam-ship "Baghdadi" left Bussorah on the 21st September, arriving at Suez on the 12th October.

During the stay of the vessel at Bussorah on the 13th September, a seaman was taken ill of cholera, was landed in hospital, and died. On the 15th September another seaman was seized with cholera, was landed, and died. Another seaman died on board of debility ("épuisement"), and eight of the other members of the crew suffered from diarrhœa with pain in the bowels.

The soiled effects of the deceased seamen were destroyed; the other effects remained on board. During the voyage to Suez the health on board was good.

According to our "Règlement," the ship ought to have been sent to Tor for quarantine and disinfection. The disinfection by sulphurous fumigation at Bussorah would not be recognized as sufficient.

As twenty-one days had elapsed since her departure from Bussorah, the health satisfactory during the voyage, the medical inspection at Suez also satisfactory, and the vessel bound to London, I asked the Board to allow her to transit the Canal in quarantine. The result was that my request was voted by a majority, which, I must point out, contained the votes of only five European Delegates, viz., Spain, Germany, Italy, Belgium, and England. The majority was composed chiefly of Egyptian Delegates. Most of the Delegates of European Powers were against.

I have, &c.
(Signed) J. MACKIE.

Inclosure 2 in No. 80.

*Mr. Mieville to the Members of the Quarantime Board.*

Messieurs, *Alexandrie, le* 12 *Octobre*, 1889.

J'AI l'honneur de vous transcrire ci-après une dépêche que je viens de recevoir de M. le Directeur de l'Office de Suez:—

"*Suez, le* 12 *Octobre*, 1889, 2·35 P.M.

"Vapeur Anglais 'Baghdadi' parti de Bassorah 21 Septembre, vingt-sept équipage, destination Londres; de son 'official log' je relève que pendant son séjour Bassorah 13 Septembre un matelot a été atteint de choléra; il a été débarqué hôpital où il mourut après quatre heures de maladie; autre marin atteint de choléra 15 Septembre, matin, débarqué hôpital, mourut même jour 9 P.M.; autre marin décédé à bord par épuisement; autre huit marins ont eu de la diarrhée et des douleurs aux entrailles et à estomac; le médecin de l'hôpital les a soignés à bord et au moment du départ du navire tous étaient guéris.

"Le navire, par ordre du médecin, a été désinfecté par une fumigation sulfureuse; les effets contaminés des décédés ont été détruits par le feu; les autres effets se trouvent à bord. Pendant traversée santé bord parfaite, visite médicale satisfaisante. Deux passagers pour l'Égypte. Prière dire quelles mesures prendre pour ce navire."

M. le Délégué d'Angleterre, vu que le vapeur "Baghdadi" est à destination de Londres, me prie de vous demander, Messieurs, d'autoriser ce navire à transiter le Canal en quarantaine.

Quant aux deux passagers, ils pourraient débarquer aux Sources de Moïse, où ils escompteront la quarantaine réglementaire.

Agréez, &c.
Le Président,
(Signé) W. F. MIÉVILLE.

*Pour.*

MM. le Dr. Pollak (Spain).
Kulp (Germany).
Schiess (Egypt).
Mackie (England).
Varenhorst (Egypt).
Torella (Italy).
Wacil (Egypt).
Blomfield (Egypt).
Morice Pasha (Egypt).
A. Caillard (Egypt).
C. Sidarouss (Belgium).
W. F. Miéville (Egypt).

*Contre.*

MM. De Villiers (Russia).
le Dr. Pally (Denmark).
P. Girard (France).
le Dr. Demeck (Holland).
le Dr. Massa (Portugal).
le Dr. Klodzianowski (Austria).
A. Minotto (Sweden and Norway).
le Dr. Zancarol (Greece).

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## No. 81.

*Sir C. Cookson to the Marquis of Salisbury.—(Received November 4.)*

(No. 25. Commercial..)

*Alexandria, October* 24, 1889.

My Lord,

I HAVE the honour to transmit a Report of Dr. Mackie of the passage through the Canal in quarantine of the British steamer "Dryesdale" which had suspected cases of cholera on board during her stay at Tegal, in the Island of Java.

Dr. Mackie points out that a considerable proportion of Delegates of European Powers voted against the ship passing the Canal in quarantine, although fifty-three days had elapsed since the suspected cases occurred, and the health on board during her voyage was perfect.

I have, &c.
(Signed) CHAS. A. COOKSON.

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### Inclosure 1 in No. 81.

*Dr. Mackie to Sir C. Cookson.*

*Alexandria, October* 23, 1889.

Sir,

I HAVE the honour to inclose, for your information, the decision of the Quarantine Board in the case of the British steamer "Dryesdale" which passed the Canal in quarantine, having had cases suspected to be cholera on board during stay at Tegal, in the Island of Java, about the end of August.

At Tegal on the 24th August a seaman died, after a very short illness, with symptoms certainly resembling those of cholera—and cholera was prevailing in the Dutch Indies at this time. On the 26th August four other seamen were taken with diarrhœa; two of them were left in hospital at Soerabaya; the other two recovered in six days.

The vessel left Soerabaya, Batavia, homeward bound, on the 11th September, arriving at Suez 16th October. Health on board during voyage perfect.

According to the Quarantine Regulations the vessel ought to have been sent to perform quarantine before being admitted into the Canal.

As such a long time had elapsed since the suspected cases occurred, and the health on board having been good, I asked the board to allow the vessel to transit in quarantine as her destination was Liverpool, and there was no intention to communicate with Egypt.

Eight Delegates of European Powers voted in my favour, viz., Italy, Greece, Denmark, Spain, Holland, Germany, Belgium, England; two voted against me: Austria and Portugal; and three abstained from expressing an opinion: Russia, France, and Sweden.

Comparing this case with others which I have reported, you will see how impossible it is to calculate how Delegates will vote. One would have thought that in a case like this a much larger majority would have voted for passing the Canal in quarantine.



If passage in quarantine is to be allowed at all, this certainly seems a favourable case.

I have, &c.
(Signed) J. MACKIE.

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### Inclosure 2 in No. 81.

*Mr. Miéville to the Members of the Quarantine Board.*

*Alexandrie, le* 16 *Octobre*, 1889.

Messieurs,

J'AI l'honneur de vous transcrire ci-après copie d'une dépêche que je viens de recevoir de M. le Directeur de l'Office de Suez :—

"*Suez, le* 16 *Octobre*, 1889.

"Je relève de 'l'official log' du vapeur Anglais 'Dryesdale' que pendant son relâche port de Tegal, Ile Java, 24 Août, un chauffeur décéda à l'hôpital en six heures maladie dont les symptômes ont été des crampes. Des explications du capitaine je n'ai aucun doute que cet individu est mort de choléra; ses effets ont été jetés à la mer, la cabine désinfectée ainsi que les effets des marins qui étaient à son contact. Le 26 Août autre quatre marins ont eu de la diarrhée; deux sont guéris en six jours, les autres deux ont été laissés à l'hôpital Soerabaya. Ce navire après avoir terminé son chargement de sucre à Trobolingo, Soerabaya, Batavia, est parti le 11 Septembre à destination Liverpool avec vingt-huit hommes équipage. Pendant traversée santé bord parfaite. Ai suspendu pratique. Prière câbler instructions."

M. le Délégué d'Angleterre, vu que cinquante-trois jours se sont écoulés depuis le décès, que les effets ont été jetés à la mer, que le voyage a été indemne depuis Soerabaya et que la santé à bord est parfate, me prie de vous demander d'autoriser ce navire (qui est à destination de Liverpool) à transiter le Canal en quarantaine.

Veuillez, &c.
Le Président,
(Signé) W. F. MIÉVILLE.

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*Pour.*

MM. le Dr. Torella (Italy).
Zancarol (Greece).
Schiess (Egypt).
Mackie (England).
Varenhorst (Egypt).
Pally (Denmark).
Pollak (Spain).
Demeck (Holland).
Kulp (Germany).
Sidarouss (Belgium).
Wacil (Egypt).
Caillard (Egypt).
Blomfield (Egypt).

*Contre.*

MM. Klodzianowski (Austria).
G. Massa (Portugal).

*Abstentions.*

MM. Villiers (Russia).
P. Girard (France).
A. Minotto (Sweden).

Vu :
(Signé) DR. CATELAN.

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No. 82.

*Foreign Office to Sir C. Cookson.*

(No. 7. Commercial.)

*Foreign Office, November* 7, 1889.

Sir,

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your despatch No. 25, Commercial, of the 24th ultimo, reporting the circumstances under which the British steamer "Dryesdale" was permitted to pass through the Suez Canal in quarantine; in reply, I am to request you to express to Dr. Mackie his Lordship's approval of the successful manner in which he conducted the case of the vessel in question.

I am, &c.

(Signed) JAMES FERGUSSON.

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No. 83.

*Sir C. Cookson to the Marquis of Salisbury.—(Received November* 25.)

(No. 26. Commercial.)

*Alexandria, November* 18, 1889.

My Lord,

I HAVE the honour to transmit a Report by Dr. Mackie inclosing copy of the Minutes of an extraordinary meeting of the Maritime and Quarantine Sanitary Board held on the 17th October, at which the Budget of the Board for 1890 was passed with one dissentient. This was the Austrian Delegate, who proposed to name a Special Committee to examine the Budget, and to consider how to balance the receipts and expenditure, which he maintained was not done as alleged therein.

Dr. Mackie confesses that he is unable to understand the reasoning by which the Austrian Delegate arrives at this conclusion; and this does not in the least surprise me, for nothing can be more confusing than the way in which it is attempted to prove this.

But I think the general drift of the Delegate's contention is this: that the whole sum of £ E. 23,694·813·2 m. which figures on the credit side of the Budget for 1890 as cash in hand on the 30th September, 1889, and available for improvements in buildings and materials, &c. (see Inclosure 2 in the Report of the Finance Committee), should have been treated as possible expenditure for the following years and put on the debit side of the Budget for 1890; the result of which would, according to him, be to show a deficit for that year of £ E.5,461. But, in fact, the sum set aside for improvements during that year is only £ E. 16,138, and, therefore, it would have been absurd to increase this estimate for the purpose of creating an artificial deficit. Probably what the Delegates really meant was that the expenditure and receipts of every separate year ought to balance each other, without drawing on the Reserve Fund; and that this would not be the case during the ensuing year.

To this the President, Mr. Miéville, replied—

1. That the figures in the Report of the Finance Committee as a matter of fact show that, after deducting from the receipts all sums taken for taxes on merchandize during the last two years, there is a deficit of only £ E. 107 duriug that period.

2. That it is noi fair to take each individual year as representing an average expenditure; and that the receipts of the two previous years during part of which the tax on merchandize was levied were below the average.

I have, &c.

(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 83.

*Dr. Mackie to Sir C. Cookson.*

*Alexandria, November* 2, 1889.

Sir,

I HAVE the honour to report that an extraordinary meeting of the Maritime and Quarantine Sanitary Board was held on the 17th October for the purpose of discussing and voting the Budget for 1890.



I have delayed reporting this meeting to you till I was able to forward a copy of the Minutes along with the proposed Budget as a warm discussion arose on the subject, sustained chiefly by the Delegate for Austria, supported to a certain extent by several other Delegates. The Delegate for Austria maintained that the proposed Budget is false and does not give a true statement of the condition of the Board's finance.

I do not pretend to be able to follow the Delegate in his financial theories and calculations, and have consequently forwarded to you with this a true copy of the Minutes instead of a Report of my own on the meeting.

I have, &c.

(Signed) J. MACKIE.

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Inclosure 2 in No. 83.

*Minutes of Sanitary Board.*

L'AN 1889, et le jour de Jeudi, 17 Octobre, le Conseil Sanitaire, Maritime, et Quarantenaire s'est réuni en séance extraordinaire sur la convocation du Président.

Sont présents:

MM. W. F. Miéville, C.M.G., Président.
le Contre-Amiral Blomfield.
Caillard.
le Dr. Schiess Bey.
Osman Vacil.
Varenhorst Pacha.
Kulp, Délégué d'Allemagne.
Mackie, Délégué d'Angleterre.
Klodzianowski, Délégué d'Autriche-Hongrie.
Sidarouss, Délégué de Belgique.
Pally, Délégué de Danemark.
Pollak, Délégué d'Espagne.
Girard, Délégué de France.
Zancarol, Délégué de Grèce.
Torelli, Délégué d'Italie.
Demeck, Délégué des Pays-Bas.
De Villiers, Délégué de Russie.
Duca, Délégué de Turquie.
le Dr. Catelan, Médecin Sanitaire de France.
P. J. Cavafy, Secrétaire par intérim.

A l'ouverture de la séance, M. le Président dépose sur le bureau le Rapport du Comité des Finances sur le bilan de l'Exercice écoulé, et le projet de Budget pour l'année 1890.

*M. le Président* propose que ces documents ayant été, il y a une semaine, communiqués à MM. les membres du Conseil, de les considérer comme ayant été lus.

Le Conseil approuve.

*M. le Délégué d'Autriche-Hongrie* prend ensuite la parole et prononce le discours suivant:—

"Messieurs,

"L'exposé qui nous est présenté sur le bilan n'est pas clair, et il arrive par des calculs inutiles à cacher le déficit de l'Exercice écoulé.

"Le fait que le Comité des Finances a commencé à séparer les dépenses pour 'Amélioration des Installations' de la totalité des dépenses et de les traiter à part, contre ce qui s'est fait par le passé, contribue à voiler ce déficit en amoindrissant les dépenses totales de l'Administration.

"Pour établir la situation exacte des finances du Conseil à l'expiration de

l'Exercice écoulé 1888-89, qui termine au 30 Septembre, 1889, nous avons besoin de nous servir de deux chiffres :—

| | £ E. |
|---|---|
| "L'excédent des recettes au 30 Septembre, 1888, qui était de .. .. | 27,294 |
| Et l'excédent de 1889 .. .. .. .. .. .. | 23,694 |
| Différence en moins .. .. .. .. .. | 3,600 |

"C'est-à-dire, que nous avons à la fin de l'Exercice écoulé £ E. 3,600 de moins que l'année passée.

"Ces £ E. 3,600 forment le déficit de l'Exercice écoulé.

"Quant au Budget, il est complètement erroné par omission de £ E. 5,460 de la somme totale de notre excédent des recettes ou solde en caisse du côté 'Dépenses.'

"Ce solde en caisse de £ E. 23,694 figure en entier du côté des recettes, et fait avec le total des prévisions de recettes la somme de £ E. 43,642.

"Pour être à même de faire une comparaison, il faudrait que cette somme d £ E. 23,694 fut ajouté aux prévisions des dépenses.

"Au lieu d'y porter la totalité de ce solde on n'a mis qu'une partie en omettant les £ E. 5,460.

"En réalité, le Budget du côté des dépenses aurait du être comme suit :—

| | £ E. |
|---|---|
| "Traitement fixe .. .. .. .. .. .. .. | 19,306 |
| " provisoire .. .. .. .. .. .. .. | 429 |
| Dépenses diverses .. .. .. .. .. .. .. | 2,166 |
| Prévisions pour frais de quarantaine .. .. .. .. .. | 3,508 |
| Total .. .. .. .. .. .. | 25,409 |
| A ajouter le solde au 30 Septembre, 1889 .. .. .. .. | 23,694 |
| Total général .. .. .. .. .. | 49,103 |

"Or, Messieurs, si nous comparons ce chiffre avec celui qui figure au Chapitre 'Dépenses,' qui monté à £ E. 43,642, nous voyons que le total des dépenses est plus élevé que celui des recettes. La différence est de £ E. 5,460.

"Ce qui prouve que dans le projet de Budget proposé l'équilibre n'existe pas, et que nous aurions un déficit de £ E. 5,460 si nous acceptons ce Budget.

"L'Article 24 du Décret Khédivial demande que nos dépenses et recettes soient équilibrées, et si elles ne le sont pas, le Conseil doit, sans retard, étudier les moyens de les faire équilibrer.

"Je conclus, Messieurs, en vous proposant de nommer une Commission charge d'étudier le bilan et le Budget qui nous est proposé et de répondre aux conditions établies par l'Article 24 du Décret Khédivial en étudiant les moyens d'équilibrer nos recettes et nos dépenses."

*M. le Président*, répondant à M. le Délégué d'Autriche-Hongrie, dit qu'il semble résulter de l'exposé qu'il vient de faire que l'on devrait considérer les sommes de £ E. 2,080 et £ E. 1,782, déboursées pendant les deux derniers Exercices pour les améliorations des installations comme dépenses ordinaires.

Il répond à ce sujet que l'Administration a pu considérer ces sommes comme dépenses ordinaires aussi longtemps que les taxes sur les marchandises existaient, puisque ces taxes faisaient face pour une grande partie à ces frais ; mais du moment où les taxes en question ont été supprimées, c'est-à-dire, du moment où les ressources pour renouveler le crédit affecté aux améliorations lui faisait défaut, le Comité des Finances a cru qu'il n'était que trop juste de traiter les dépenses pour améliorations à part, et le Conseil a approuvé cette manière de voir.

D'ailleurs, il ne faut pas perdre de vue le fait que si ce crédit spécial n'eût pas existé, les améliorations en question n'auraient pas été non plus effectuées.

Il lui est donc difficile de partager l'avis de M. le Délégué que des sommes ainsi dépensées devaient être réunies aux dépenses ordinaires et considérées comme telles.

M. le Président ajoute qu'il ne peut pas admettre que le Budget pour l'Exercice 1890 n'est pas équilibré. En effet, le Conseil a des ressources montant à £ E. 43,000 pour faire face aux dépenses s'élevant à £ E. 2,500. En admettant même que l'on dépense toute cette somme pendant l'Exercice 1890 il restera une somme disponible £ E. 1,800. C'est donc une preuve que le Budget est parfaitement équilibré. Il



est persuadé qu'il n'y a aucune crainte que ce solde soit épuisé pour longtemps; au contraire, il croit que les ressources de l'Administration sont suffisantes.

Quant à la phrase du second paragraphe de l'Article 24 du Décret Khédivial qui dit que "le Conseil devra étudier sans retard les moyens d'équilibrer les recettes et les dépenses," M. le Président est d'opinion qu'elle se rattache aux deux phrases qui précèdent relatives au premier Budget, mais qu'une fois l'équilibre établi il ne restait plus au Conseil que de veiller à ce que pour chaque Exercice les dépenses ne dépassent pas les ressources.

Il termine en proposant au Conseil de voter le projet de Budget du Comité des Finances, car en tous les cas avant que l'Exercice 1890 se soit écoulé, les Gouvernements auront répondu sur la question des taxes sur les marchandises, taxes que le Conseil si la nécessité en est reconnue pourrait alors rétablir.

*M. le Délégué d'Autriche-Hongrie* dit que c'est la première fois qu'il entend cette explication, c'est-à-dire que les sommes dépensées pour "Amélioration des Installations," ont été traitées à part parce que les taxes sur les marchandises ont été suspendues. A la date du 2 courant il avait écrit à M. le Président pour lui demander pourquoi la somme affectée aux améliorations avait été traitée à part ; il lui fut répondu comme suit :—

"Le Comité des Finances a cru bien traiter les frais d'améliorations à part, considérant la somme de £ E. 20,000 allouée à ce chef comme un crédit spécial.

"Le Conseil a approuvé."

*M. le Président* ne semble pas croire que le moment est venu d'étudier la question de l'équilibre du Budget; mais avec un déficit devant nous de £ E. 3,600 comment peut-on soutenir cette opinion, d'autant plus que le Décret Khédivial est catégorique sur ce sujet ; en effet, dans l'Article 24 il est dit :—

"Toutefois le Conseil devra étudier sans retard les moyens d'équilibrer les recettes et les dépenses."

Par égard pour M. le Président, *M. le Délégué d'Autriche-Hongrie* ne veut pas entrer dans d'autres détails.

*M. le Président* dit qu'il regrette que M. le Délégué d'Autriche-Hongrie ait cru devoir lire au Conseil les lettres officieuses qu'il lui a adressées.

*M. le Délégué d'Autriche-Hongrie* répond que ces lettres étaient officielles.

*M. le Président* dit qu'il considérait les lettres de M. le Délégué d'Autriche-Hongrie comme officieuses ; elles étaient en effet écrites sur papier petit format, sans numéros, la signature n'était pas précédé de son titre de Délégué et leur style indiquait plutôt une forme officieuse. La preuve en est que le Président a écrit les réponses de sa propre main et également sur papier petit format et sans mettre "Le Président" au haut de la signature, comme il est toujours fait dans la correspondance officielle. Cela ne l'empêche pas de maintenir tout ce qu'il a écrit.

*M. le Délégué d'Autriche-Hongrie* dit que le Président l'accuse à tort d'avoir divulgué le contenu de lettres privées. Quant au papier petit format dont il s'est servi, c'est le même dont il se sert avec l'Agence Diplomatique d'Autriche-Hongrie. La correspondance échangée était officielle et la preuve en est qu'autrement il se serait servi de termes tels que "Mon cher Monsieur" au lieu de "M. le Président," et le contenu de ces lettres avait pour sujet des questions officielles.

De son côté M. le Président lui a répondu sur du papier portant l'entête "Cabinet du Président."

*M. le Président* dit que devant cette explication toute la correspondance échangée sera considérée comme officielle et placée aux archives.

*M. le Délégué d'Allemagne* partage l'opinion de M. le Délégué d'Autriche-Hongrie qu'il y a eu un déficit assez considérable sur l'Exercice écoulé et qu'il y en aura encore sur l'Exercice prochain. Si M. le Président n'accepta pas le mot déficit on doit reconnaître qu'il y a une diminution dans le solde en caisse. Cependant, comme la proposition présentée par M. le Délégué d'Autriche-Hongrie touche à des questions en principe qui sont en train d'être traitées par les Gouvernements entre eux, il ne croit pas que le Conseil puisse prendre une décision aujourd'hui et il propose d'ajourner la question à plus tard.

*M. le Président* fait observer que les Budgets de presque toutes les Administrations de l'État ont été déjà remis au Ministère. Il ajoute que l'année financière du Conseil ayant pris fin seulement le 30 Septembre, il n'a pas pu soumettre le Budget au Conseil plus tôt. Il prie de nouveau le Conseil de se prononcer sur le projet de Budget.

*M. le Délégué d'Autriche-Hongrie* n'est pas de l'avis de M. le Président, que le Conseil est tenu de soumettre son Budget au Gouvernement à l'expiration de

l'Exercice financier. A ce sujet il cite l'Article 24 du Décret Khédivial qui dit que: "Dans les trois mois qui suivront l'expiration de l'année Budgetaire, le Conseli, sur la proposition du Comité, arrête le bilan définitif et le transmet par l'entremise de son Président, à notre Ministre de l'Intérieur."

Or, depuis la fin de l'année budgétaire quinze jours seulement se sont écoulés; le Conseil a en conséquence devant lui encore deux mois et demi.

*M. le Président* dit ensuite que le Conseil a devant lui trois propositions: celle de M. le Délégué d'Allemagne d'ajourner la proposition de M. le Délégué d'Autriche-Hongrie jusqu'à ce que MM. les Délégués aient reçu des instructions de leurs Gouvernements.

Celle de M. le Délégué d'Autriche-Hongrie de nommer une Commission Spéciale.

Et enfin celle de voter sur le projet de Budget présenté par le Comité des Finances.

La proposition de M. le Délégué d'Allemagne ayant été soumise au vote a donné le résultat suivant:—

Ont voté pour: MM. les Drs. Kulp, Zancarol, et Demeck; soit 3 voix.

Ont voté contre: MM. Caillard, Blomfield, Dr. Schiess Bey, Dr. Mackie, Dr. Pollak, Girard, Dr. Klodzianowski, Dr. Torella, Dr. Varenhorst Pacha, et le Président; soit 10 voix.

Se sont abstenus: MM. le Dr. Duca, qui motive son abstention sur ce qu'il n'est de retour de Suez que depuis hier et n'a pu en conséquence étudier la question, Sidarouss, de Villiers, Pally, et Wacil, soit 5 voix.

De cette votation il résulte que la proposition de M. le Delégué d'Allemagne est rejetée.

Le Conseil passe ensuite à la votation sur la proposition de M. le Delégué d'Autriche-Hongrie.

Ont voté pour: MM. les Drs. Klodzianowski et Pally; soit 2 voix.

Ont voté contre: MM. Caillard, Blomfield, Dr. Schiess Bey, Dr. Mackie, Dr. Pollak, Girard, Dr. Varenhorst Pacha, et le Président; soit 8 voix.

Se sont abstenus: MM. le Dr. Duca, Sidarouss, Dr. Kulp, de Villiers, Dr. Zancarol, Dr. Demeck, Dr. Torella, et Wacil; soit 8 voix.

La proposition de M. le Delégué d'Autriche-Hongrie est en conséquence rejetée.

M. le Délégué d'Autriche-Hongrie fait observer que la votation n'est pas valable, le nombre des membres ayant voté ne formant pas majorité absolue.

M. le Président déclare le vote valable.

M. le Delégué de Grèce ensuite propose d'ajourner le vote sur le Budget.

Ont voté pour: MM. le Dr. Kulp, Klodzianowski, Zancarol, Demeck; soit 4 voix.

Ont voté contre: MM. Caillard, Blomfield, Dr. Schiess Bey, Dr. Mackie, Dr. Pollak, Girard, Dr. Torella, Dr. Varenhorst Pacha, et le Président; soit 9 voix.

Se sont abstenus: MM. le Dr. Duca, Sidarouss, de Villiers, Dr. Palli, et le Dr. Wacil; soit 5 voix.

De cette votation il résulte que la proposition de M. le Delégué de Grèce est rejetée.

Le Président met au vote l'acceptation du Budget pour l'Exercice 1890.

Ont voté pour: MM. Caillard, Blomfield, Dr. Schiess Bey, Dr. Mackie, Dr. Pollak, Girard, Dr. Kulp, qui en votant "pour" le fait sous réserve des observations qu'il a déjà faites; Dr. Demeck vote "pour" aussi avec la même réserve que M. le Délégué d'Allemagne, Dr. Torella, Varenhorst Pacha, et le Président; soit 11 voix.

A voté contre: M. le Dr. Klodzianowski.

Se sont abstenus: MM. le Dr. Duca, Sidarouss, de Villiers, Dr. Palli, Dr. Zancarol, et le Dr. Wacil; soit 6 voix.

De cette votation il résulte que le projet de Budget pour l'Exercice 1890 est accepté par le Conseil.

La séance est levée à 11 heures et demie du matin.

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Inclosure 3 in No. 83.

A MM. les Membres du Conseil Sanitaire, Maritime, et Quarantenaire.

Messieurs, *Alexandrie, le 9 Octobre*, 1889.

VOTRE Comité des Finances a l'honneur de vous soumettre le bilan de l'Exercice écoulé et le projet du Budget pour l'année 1890.

*Bilan de l'Exercice* 1889.

Votre Comité est heureux de pouvoir vous annoncer que l'Administration a obtenu pendant l'Exercice 1888-89 un bénéfice sur les prévisions des dépenses et des recettes, prises ensemble, de £ E. 4.141, et qu'il se trouve en caisse au 30 Septembre, 1889, un solde de £ E. 23,695, qui se décompose comme suit:—

| | £ E. |
|---|---|
| La somme qui, d'après le Budget préventif, devait, avec les recettes prévues, faire face aux dépenses de l'Exercice mais que l'Administration n'a pas eu besoin d'employer, savoir .. .. .. .. .. .. | 4,141 |
| Le montant du fonds de réserve, que l'Administration n'a pas eu besoin de toucher .. .. .. .. .. .. .. | 3,416 |
| Le solde de la somme de £ E. 17,920, inscrite au Chapitre "Amélioration des Installations," dont on a dépensé pendant l'année 1888-89, £ E. 1,782 (£ E. 17,920 – £ E. 1,782 = £ E. 16,138) .. .. .. .. | 16,138 |
| Total .. .. .. .. .. .. | 23,695 |

*Dépenses.*

| | £ E. | £ E. |
|---|---|---|
| Les dépenses prévues dans le Budget étaient de .. .. .. | 27,492 | |
| Les dépenses réelles de 1888-89 ont été de .. .. .. | 20,200 | |
| Laissant à l'Administration un bénéfice de .. .. .. .. | | 7,292 |

*Recettes.*

| | | |
|---|---|---|
| Les recettes prévues dans le Budget étaient de .. .. .. | 21,534 | |
| Les recettes réelles de 1888-89 ont été de .. .. .. | 18,383 | |
| Laissant une différence en moins de .. .. .. .. .. | | 3,151 |
| Résultat obtenu en 1888-89: un bénéfice sur les prévisions de .. .. | | 4,141 |

La différence en moins de £ E. 3,151 entre les recettes réelles et les recettes prévues provient pour une somme de £ E. 1,650 de la diminution du nombre des animaux étrangers destinés à l'alimentation importés en Égypte, le pays ayant été pendant toute l'année heureusement exempt d'épizootie, et pour une somme de £ E. 1,438 du petit nombre de provenances frappées de quarantaine pendant 1888-89.

Malgré cette diminution des recettes, l'on obtient, en déduisant le montant des recettes réelles, soit £ E. 18,383, du montant des dépenses faites, soit £ E. 20,200, une différence effective de £ E. 1,817 seulement.

Or, pendant l'Exercice 1887-88, dans le courant duquel les marchandises en quarantaine n'ont été taxées que durant six mois, les recettes ont dépassé les dépenses de £ E. 2,515; et, en déduisant de ce dernier chiffre la somme de £ E, 805, perçue sur les marchandises pendant la dite période, l'on a un excédent effectif de £ E. 1,710.

Ainsi le résultat de ces deux dernières années démontre qu'en dépit des circonstances défavorables l'Administration n'aurait eu besoin pour équilibrer son Budget que d'une somme de £ E. 107, différence entre les sommes de £ E. 1,817 et £ E. 1,710, ci-haut mentionnés.

Cet état de choses nous paraît satisfaisant, car votre Comité, en exprimant l'avis au mois de Mars 1888 que l'Administration pourrait se passer des taxes sur les marchandises, se basait sur le résultat de plusieurs années prises ensemble, et n'avait nullement prétendu qu'une année, prise isolément, démontrerait la possibilité de cette abolition.

*Amélioration des Installations.*—La somme de £ E. 1,782, dépensée pour amélioration des installations, &c., comprend les frais de construction d'un débarcadère devant l'Office de Suez; d'un débarcadère à Tor; frais de transport et installation

de l'étuve à désinfection à Tor; réparation des terrasses à Gabbari; réparation à divers Offices, &c.

*Projet de Budget pour l'Exercice* 1890.

*Recettes.*—Votre Comité de Finances croit devoir arrêter le chiffre des recettes préventives à £ E. 19,948, prenant pour base la moyenne des recettes des trois dernières Exercices, tout en excluant du calcul les sommes provenant des taxes sur les marchandises en quarantaine. Ce chiffre ajouté au solde en caisse au 30 Septembre, 1889, soit £ E. 23,695, donne la somme de £ E. 43,643 à inscrire comme total des ressources du Budget de 1890.

*Dépenses.*—Les dépenses pour le nouvel Exercice se répartissent comme suit:—

| | £ E. |
|---|---|
| Traitement du personnel fixe (suivant le cadre) .. .. .. .. .. | 19,735 |
| Traitement du personnel provisoire .. .. .. .. .. .. | 429 |
| Frais divers .. .. .. .. .. .. .. .. | 2,166 |
| Prévisions des dépenses pour les quarantaines .. .. .. .. .. | 3,508 |
| Prévisions pour l'amélioration des installations et du matériel .. .. | 16,138 |
| Fonds de réserve .. .. .. .. .. .. .. | 1,667 |
| Total .. .. .. .. .. .. .. | 43,643 |

Le total des sommes allouées pour frais divers reste le même.

En vous présentant son projet de Budget pour l'Exercice 1885, votre Comité vous a soumis les observations suivantes sur la somme à inscrire au Chapitre "Prévisions pour Frais de Quarantaine":—

"La somme de P. E. 620,467 12 p. inscrite sous le chef de prévisions pour frais de quarantaines a été établie, comme pour les prévisions des recettes, sur la moyenne des dépenses extraordinaires pour quarantaines des trois dernières années. Nous ne doutons pas que cette somme soit trop élevée; en effet, dans les trois années qui ont servi de base à nos calculs, se trouvent comprises les quarantaines tout à fait exceptionnelles de 1881-82, qui ont coûté à l'Administration la somme extraordinaire de P. E. 1,299,122 9 p.; mais en inscrivant une somme de cette importance nous avons assuré notre Budget contre toute éventualité, sans que nous ayons à toucher en aucun cas au fonds de réserve; c'est-à-dire, qu'en admettant même—hypothèse aujourd'hui impossible—que les recettes provenant des quarantaines fassent absolument défaut, nous aurons toujours, sans toucher au fonds de réserve, assez pour établir l'équilibre du Budget."

Ce chiffre de £ E. 6,000 environ a été maintenu jusqu'aujourd'hui dans les Budgets du Conseil.

Mais puisque depuis cette date les dépenses de ce chef n'ont pas atteint de beaucoup ce chiffre, votre Comité, tout en tenant compte des observations susmentionnées, vous propose de modifier la somme inscrite à ce Chapitre, en prenant pour base la moyenne des dépenses réelles pour frais de quarantaine depuis l'institution du Conseil jusqu'à la fin de 1888, moyenne qui monte à £ E. 3,508.

En prenant pour base la moyenne de huit ans au lieu de celle de trois ans, adoptée pour les prévisions des recettes, votre Comité a été guidé par la considération que pendant les trois dernières années il n'y a pas eu de longues quarantaines à faire subir aux pèlerins et, par conséquent, a cru devoir prévoir ainsi dans le projet de Budget pour l'Exercice 1890 le cas possible d'une quarantaine prolongée.

Des £ E. 17,805 qui restent, votre Comité vous propose d'inscrire £ E. 16,138 (solde des £ E. 17,920, allouées pour l'Exercice dernier) au Chapitre "Améliorations des Installations et du Matériel" et £ E. 1,667 comme fonds de réserve.

(Signé) W. F. MIÉVILLE.
DR. TORELLA.
DR. ARDOUIN.

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(No. 1.)—CONSEIL SANITAIRE, MARITIME, ET QUARANTENAIRE D'ÉGYPTE.

ÉTAT Général des Recettes et des Dépenses du IVe Trimestre 1888 et des trois premiers Trimestres 1889 pour servir à l'élaboration du Budget pour l'Exercice 1890.

| Recettes. | £ E. m. | £ E. m. | £ E. m. |
|---|---|---|---|
| Excédent des recettes au 30 Septembre 1888 .. .. | .. | .. | 27,294 329·1 |
| Total des recettes ordinaires du IVe trimestre 1888 .. .. | 5,047 551·1 | | |
| Total des recettes ordinaires des trois premiers trimestres 1889 .. .. .. .. .. | 12,878 551·0 | 17,926 102·1 | |
| Total des recettes extraordinaires du IVe trimestre 1888 .. | 3 765·0 | | |
| Total des recettes extraordinaires des trois premiers trimestres 1889 .. .. .. .. .. | 453 597·2 | 457 362·2 | 18,383 464·3 |
| | | | 45,677 794·0 |

| Dépenses. | £ E. m. | £ E. m. | £ E. m. |
|---|---|---|---|
| Appointements du personnel fixe du IVe trimestre 1888 .. | 4,332 060·0 | | |
| Appointements du personnel fixe des trois premiers trimestres 1889 .. .. .. .. | 12,812 409·3 | 17,144 469·3 | |
| Frais ordinaires du IVe trimestre 1888 .. .. | 371 621·3 | | |
| Frais ordinaires des trois premiers trimestres 1889 .. .. | 1,181 425·3 | 1,553 047·2 | 18,697 517·1 |
| Appointements du personnel provisoire en temps de pèlerinage ordinaire, IVe trimestre 1888 .. .. .. | | 311 172·2 | |
| Idem, idem, trois premiers trimestres 1889 .. .. | | 121 572·2 | 432 745·0 |
| Frais extraordinaires du IVe trimestre 1888— Choléra d'Orient .. .. .. .. | | 403 835·1 | |
| Frais extraordinaires, trois premiers trimestres 1889— Choléra d'Orient .. .. .. .. | | 666 013·3 | 1,069 849·0 |
| Frais d'amélioration des installations et du matériel, IVe trimestre 1888 .. .. .. .. | | 563 826·0 | |
| Idem, idem, trois premiers trimestres 1889 .. .. .. | | 1,219 043·1 | 1,782 869·1 |
| | | | 21,982 980·2 |
| Excédent des recettes au 30 Septembre, 1889 .. .. | | .. | 23,694 813·2 |
| | | | 45,677 794·0 |

## (No. 2.)—Conseil Sanitaire, Maritime, et Quarantenaire d'Égypte.

### Budget des Recettes et des Dépenses pour l'Exercice 1890.

**Recettes.**

| | Recettes— De l'Exercice 1889. | Recettes— Prévues pour 1890. |
|---|---|---|
| | £ E. | £ E. |
| Droits de patentes et visas grande navigation .. .. | 2,554 | 2,490 |
| " d'interrogatoires .. .. | 2,641 | 2,620 |
| " de bulletins pour navires à voile .. | 433 | 445 |
| " d'interrogatoires " .. | | |
| " de bulletins voie de terre .. | 33 | 48 |
| " d'eau .. .. | 498 | 803 |
| " de tankerets .. .. | 877 | 816 |
| " de désinfection des peaux .. | 2,338 | 2,074 |
| " de gardiens de pratique .. | 263 | 351 |
| " de séjour des animaux en quarantaine .. | 430 | 500 |
| " d'animaux en quarantaine .. | 4,967 | 5,926 |
| " des animaux affectés aux transports .. | 174 | 192 |
| " des animaux allant en pâturage .. | .. | 3 |
| Loyers des magasins du Lazaret de Port Neuf .. | 164 | 230 |
| Droits de Chancellerie .. | 122 | 80 |
| " sur les passagers en quarantaine .. | 2,072 | 2,491 |
| " sur les navires en quarantaine .. | 414 | 514 |
| Intérêts sur les comptes courants .. | 395 | 365 |
| Droits sur les marchandises en quarantaine .. | 8 | .. |
| | 18,383 | 19,948 |
| Solde existant au 30 Septembre, 1889 .. .. .. .. .. | £ E. m. 22,694 613·2 | Budget pour l'Exercice 1890. £ E. m. 19,948 000 |
| | | 43,642 613·2 |

**Dépenses.**

| | Budget— De l'Exercice 1889. | Budget— Pour l'Exercice 1890. | Budget pour l'Exercice 1890. |
|---|---|---|---|
| | £ E. m. | £ E. m. | £ E. m. |
| Traitement du personnel fixe .. .. | 18,896 660 | 19,734 600 | |
| Traitement du personnel provisoire en temps de pèlerinage .. | 429 560 | 429 560 | |
| ordinaire .. .. .. | 2,166 000 | 2,166 000 | |
| Dépenses diverses .. .. .. | 21,492 160 | 22,330 160 | 22,330 160 |
| Prévisions des dépenses pour les quarantaines .. .. | | | 3,508 000 |
| Prévisions des dépenses pour l'amélioration des installations et du matériel .. .. | | | 16,138 000 |
| Fonds de réserve .. .. .. | | | 1,666 653·2 |



### (No. 3.)—Frais Divers.

| Frais divers. | Total Annuel. | Total Général. |
|---|---|---|
| | £ E. | £ E. |
| Fournitures de bureau .. .. .. | 100 | |
| Bibliothèque .. .. .. .. | 16 | |
| Imprimés .. .. .. .. | 70 | |
| Télégrammes .. .. .. .. | 90 | |
| Chemins de fer .. .. .. | 120 | |
| Indemnité de déplacement.. .. .. | 100 | |
| Eau .. .. .. .. .. | 370 | |
| Éclairage .. .. .. .. | 30 | |
| Fourrage .. .. .. .. | 140 | |
| Location de barques .. .. .. | 20 | |
| Location d'immeubles .. .. .. | 80 | |
| Petites réparations urgentes d'immeubles .. | 50 | |
| Achat de mobilier .. .. .. | 80 | |
| Réparations de mobilier .. .. .. | 30 | |
| Achat de matériel .. .. .. | 80 | |
| Réparation de matériel .. .. .. | 50 | |
| Charbon .. .. .. .. | 240 | |
| Frais imprévus .. .. .. .. | 300 | |
| Achat de costumes pour les gardiens et marins | 200 | |
| | | 2,166 |

| Appointements du personnel provisoire des campements pour le retour du pèlerinage— | £E. m. |
|---|---|
| Délégation de Djeddah .. .. | 199 560 |
| Gebel Tor .. .. .. .. | 190 000 |
| Sources de Moïse .. .. .. | 40 000 |
| | 429 560 |

*Rectification.*

En dressant le projet de Budget pour l'année 1890 (Chapitre "Dépenses") on a inclus, par erreur, dans la somme de £ E. 19,735, montant du traitement du personnel fixe, celle de £ E. 429, qui figure à part sous le titre "Traitement du Personnel Provisoire."

Par conséquent, le montant des "Traitements du Personnel Fixe" se trouve réduit à £ E. 19,306 et celui du "Fonds de Réserve" augmenté en proportion de £ E. 429; ce qui le porte à £ E. 2,096.

Le Président,
(Signé) W. F. MIÉVILLE.

*Alexandrie, le 15 Octobre, 1889.*

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## No. 84.

*Sir C. Cookson to the Marquis of Salisbury.—(Received January 20.)*

(No. 1. Commercial.)

My Lord, *Alexandria, January 9, 1890.*

I HAVE the honour to transmit copy of a Report, dated the 7th instant, from Dr. Mackie, of a meeting of the Alexandria Quarantine and Sanitary Board held on that day, at which two communications from the Egyptian Government were read, one giving the Board notice to give up the rooms which it occupies in the premises of the Egyptian Post Office, and the other refusing to find offices for the Board at the Government expense. As Article 24 of the Organic Decree of the Board (dated the 3rd January, 1881) clearly requires it to provide for such unforeseen expenses out of its reserve fund, it was agreed to pay the rent of new offices out of that fund.

At the same meeting the question of the immunity from quarantine dues of mail-steamers was again raised, but no fresh decision taken on the subject.

I have, &c.
(Signed) CHAS. A. COOKSON.

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### Inclosure 1 in No. 84.

*Dr. Mackie to Sir C. Cookson.*

Sir, *Alexandria, January 7, 1890.*

I HAVE the honour to report that a meeting of the Maritime and Quarantine Sanitary Board was held this morning.

The President communicated a despatch addressed to him (dated the 18th December) by his Excellency Riaz Pasha, requesting him to give over to the Post Office the offices occupied by the Quarantine Board, which are in fact part of the Post Office buildings, up to this time unoccupied, but now required by the Post Office on account of the Postal Service. In a letter dated the 20th December the President replied to his Excellency the Minister, intimating his readiness to give up the offices as soon as the Government found other offices for the accommodation of the Quarantine Board, and remarking that such offices had always been supplied at the expense of the Government. In his reply of the 28th December the Minister refused to find offices at the Government expense, and stated that, according to Article 24 of the Decree of the 3rd January, 1881, constituting the Board, such expense must be borne by the Board itself. The paragraph of the Article referred to is as follows :—

"L'excédent des recettes, s'il en existe, restera à la Caisse du Conseil Sanitaire, Maritime, et Quarantenaire ; il sera après décision du Conseil Sanitaire ratifié par le Conseil des Ministres affecté exclusivement à la création d'un fond de réserve destiné à faire face aux besoins imprévus."

When the question was laid before the Board some of the Delegates made objections at first to the expense being met from the funds of the Board, as offices had always been found at Government expense; but it was finally agreed by all that the Board should pay the rental of new offices, the Delegates remarking that the President should do his best by economies or other means to prevent a deficit in the Budget.

I had not sufficient notice of this question to allow me to ask for instructions, but I informed the President before the meeting opened that I should vote for the expenses being paid out of the funds of the Board, or abstain so as not to commit myself. It seems to me absurd that the Government should always be asked to pay such small expenses for a Board which has such a large sum to its credit (see Budget) over which the Government has no control, and for an Administration whose expense depends in a great measure on its independent and international control. I inclose, for your information, the correspondence on this subject.

A communication was read from the agents of the British India Company, requesting that the Company's new line of postal steamers from Zanzibar should be granted the same privileges with regard to exemption from sanitary dues as other duly constituted postal steamers agreed to.

Several Delegates expressed a wish to reopen the question of this general exemption of mail-steamers, and intimated their intention of doing so at a future time should the necessities of the Budget require it. The Delegate for Portugal took the lead in this discussion, but did not insist on it, as it was not on the order of the day for this meeting.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 84.

*Riaz Pasha to Mr. Miéville.*

M. le Président, *Le Caire, le* 18 *Décembre*, 1889.

LE Ministère des Finances m'informe que la Direction Générale des Postes a avisé ce Département que, par suite du transfert de la Poste Autrichienne, le local occupé par la Direction Générale à Alexandrie est devenue tout à fait insuffisant pour satisfaire aux exigences du Service. Comme il est urgent de pourvoir à son extension, et que le seul moyen de remédier à cette situation consiste dans la rétrocession de la partie de l'étage que le Conseil Quarantenaire occupe actuellement dans l'Hôtel des Postes.

En conséquence, je viens vous prier de vouloir bien prendre les dispositions nécessaires pour que vous puissiez mettre, aussitôt que possible, le local que vous occupez provisoirement à la disposition de M. le Directeur-Général des Postes.

Agréez, &c.
Le Ministre de l'Intérieur,
(Signé) RIAZ.

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Inclosure 3 in No. 84.

*Mr. Miéville to Riaz Pasha.*

M. le Ministre, *Alexandrie, le* 20 *Décembre*, 1889.

J'AI l'honneur d'accuser réception de votre lettre du 18 Décembre courant, par laquelle votre Excellence m'invite à prendre les dispositions pour mettre, aussitôt que possible, le local occupé par le Conseil Quarantenaire depuis l'année 1882 à la disposition de M. le Directeur-Général des Postes.

Je m'empresserai, M. le Ministre, de me rendre à l'invitation de votre Excellence aussitôt qu'elle m'indiquera les nouveaux appartements destinés par le Gouvernement à l'installation du Conseil Quarantenaire, qui doit nécessairement se trouver dans une position centrale de la ville.

Dans le cas où le Gouvernement n'aurait pas à sa disposition un local, j'ai l'honneur de prier votre Excellence de vouloir bien m'autoriser à trouver les appartements nécessaires pour compte et aux frais du Ministère des Travaux Publics, le Gouvernement ayant fourni de tout temps des locaux pour l'installation des bureaux de l'Administration Quarantenaire.

Veuillez, &c.
(Signé) W. F. MIÉVILLE.

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Inclosure 4 in No. 84.

*Riaz Pasha to Mr. Miéville.*

M. le Président, *Le Caire, le* 28 *Décembre*, 1889.

J'AI l'honneur de vous accuser réception de votre lettre du 20 Décembre courant, par laquelle vous me demandez de vous autoriser à louer, pour le compte et aux frais du Département des Travaux Publics, le local nécessaire à l'installation des bureaux de l'Administration Quarantenaire.

Vous me permettrez de vous faire remarquer qu'il n'existe aucun arrangement aux termes desquels le Gouvernement serait tenu de fournir à l'Administration Quarantenaire le local dont elle a besoin pour ses bureaux.

Lorsque la Direction Générale des Postes a pris possession de l'immeuble qu'elle occupe actuellement, elle a pu facilement mettre à votre disposition la partie de cet immeuble qui ne lui était pas alors nécessaire, mais ce ne fut qu'à titre provisoire et purement gracieux.

Aujourd'hui que l'extension du Service des Postes oblige cette Administration à utiliser la totalité de son immeuble, il est tout naturel qu'elle vous demande la rétrocession de la partie de l'étage que vous occupez.

En conséquence, je viens vous prier de vouloir bien louer les appartements dont vous avez besoin, et, en ce cas, prévoir à votre budget la somme destinée à payer cette location.

Cependant, si vous pensiez qu'un local spécial conviendrait mieux à l'installation du Conseil Quarantenaire, vous pourriez me faire une proposition dans ce sens. J'inviterais alors le Ministère des Travaux Publics à établir, d'après vos indications, le devis des travaux à exécuter, et dont le montant devrait figurer à votre compte des dépenses imprévues.

Vous disposez, d'ailleurs, d'un fonds de réserve suffisant pour faire face à cette dépense, et c'est précisément pour satisfaire aux besoins de cette nature qu'aux termes de l'Article 24 du Décret Organique du 3 Janvier, 1881, l'excédent des recettes du Conseil Quarantenaire est affecté à la création d'un fonds de réserve.

Veuillez, &c.
Le Ministre de l'Intérieur,
(Signé) RIAZ.

No. 85.

*Sir C. Cookson to the Marquis of Salisbury.—(Received February 17.)*

(No. 2. Commercial.)

*Alexandria, February* 7, 1890.

My Lord,

I HAVE the honour to transmit herewith Dr. Mackie's Report of the 5th instant of a meeting of the Maritime and Quarantine Sanitary Board held on the 4th, at which Dr. Mackie, at the request of the agent of the Peninsular and Oriental Steam Navigation Company, asked the Board to allow the embarkation at Ismaïlia of passengers on ships in good sanitary condition passing the Canal in quarantine.

This proposal was withdrawn for the present on account of the Delegates for Austria, France, and Greece having strongly opposed it, and stated that they could not accept it without reference to their Government. Dr. Mackie is of opinion that it was premature.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 85.

*Dr. Mackie to Mr. Miéville.*

*Alexandrie, le* 1er *Février*, 1890.

Monsieur,

L'AGENT de la Compagnie Péninsulaire et Orientale m'a adressé une communication pour me signaler le grand inconvénient que subissent les passagers allant de l'Égypte en Europe en n'étant pas autorisés de s'embarquer à Ismaïlia sur des bateaux transitant le Canal en quarantaine.

Pour la grande majorité des passagers qui viennent en Égypte en hiver et pour les résidents qui quittent le pays au commencement de la saison chaude et dont le point de départ est le Caire, la ville d'Ismaïlia, à cause des changements de l'itinéraire des bateaux, a maintenant remplacé Alexandrie comme port d'embarquement et devient tous les ans plus importante.

Comme point d'embarquement en Égypte Suez est maintenant presque complètement abandonné; le voyage jusque là est long et fatiguant et il n'y a pas de commodités dans les hôtels.

L'agent de la Compagnie Péninsulaire en présentant ces observations espère que le Conseil Quarantenaire, tenant compte de l'importance grandissante d'Ismaïlia et le grand avantage pour les voyageurs et passagers principalement du Caire, autorisera l'embarquement des passagers à Ismaïlia sur des bateaux indemnes qui transitent le Canal en quarantaine. Il n'est pas question de débarquer en quarantaine.

Veuillez avoir l'obligeance de porter cette requête devant le Conseil dans sa première réunion.

J'ai, &c.
(Signé) J. MACKIE.

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Inclosure 2 in No. 85.

*Dr. Mackie to Sir C. Cookson.*

*Alexandria, February* 5, 1890.

Sir,

I HAVE the honour to report that a meeting of the Maritime and Quarantaine Sanitary Board was held yesterday.

The chief question on the order of the day was a communication by the British Delegate of a request made by the agent of the Peninsular and Oriental Company for permission to embark passengers at Ismaïlia on ships passing the Canal in quarantine in good sanitary condition. The reasons brought forward in support of this request were—

1. That by reason of changes in the lines of steamers, Ismaïlia had now taken the place of Alexandria as the port of embarkation for all travellers and residents whose point of departure was Cairo or the upper part of Egypt.



2. That Suez, formerly resorted to, was a long and fatiguing journey, inconvenient for embarkation, and possessed no hotel accommodation.

The Company demanded no concession beyond simply embarking passengers under strict quarantine surveillance. Several Delegates seemed inclined to agree to the request of the Company, and considered it a necessity for the travelling public in the changed condition of things, but the Delegates for Austria, France, and Greece strongly opposed it. The Delegate for France remarked that what the Company asked would be practically doing away with transit in quarantine. The Delegate for Austria remarked that the Board had always held that no operations should take place in the Canal with ships in quarantine, and that he would not agree to depart from this practice without consulting his Government. After some discussion the President asked the British Delegate if he wished to push the question at present, or would postpone it to allow Delegates to communicate with their Governments. The British Delegate agreed to postponement.

This question was first submitted to me by the Peninsular and Oriental Company's agent in the month of May last; at that time there was some excitement at the Board on account of the outbreak of plague, and I recommended the agent to let it lie over, as I felt sure it would then be refused; a few months after it was again brought to my notice, but I refused to bring it before the Board, as cholera was at that time prevailing in Bombay, and all ships were passing in quarantine. About a week ago the Company's agent again applied to me, and I decided to lay it before the Board, but fully anticipating the result which has happened.

Considering the exaggerated, but no doubt conscientious, importance which some Delegates attach to the Canal quarantine, I do not think that the question is of sufficient importance to push for the moment. It will probably rarely happen that the Company's vessels will be passing the Canal in quarantine during the busy passenger season from Cairo, and as Ismaïlia grows in importance, as it is yearly doing as the most convenient port of embarkation for a great part of Egypt, circumstances may arise which will enable us to bring forward the question with a better chance of success.

I have, &c.
(Signed) J. MACKIE.

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No. 86.

*Foreign Office to Peninsular and Oriental Steam Navigation Company.*

*Foreign Office, February* 21, 1890.

Sir,

I AM directed by the Marquis of Salisbury to inclose, for the perusal of the Directors of the Peninsular and Oriental Steam Navigation Company, the accompanying despatch from the British Delegate to the Maritime and Quarantine Board at Alexandria to Her Majesty's Judge and Consul respecting the question of the embarkation at Ismaïlia of passengers on ships in good sanitary condition passing the Suez Canal in quarantine, which was advanced at the request of the Company's agent in Egypt.*

I am to request that the papers may be returned to this Office.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 87.

*Peninsular and Oriental Steam Navigation Company to Foreign Office.—(Received February 26.)*

122, *Leadenhall Street, London, February* 25, 1890.

Sir,

I BEG to acknowledge the receipt of your letter of the 21st instant, with which you inclose, for the information of my Directors, a despatch from the British Delegate to the Egyptian Sanitary Board to Her Majesty's Consul and Judge as to the question of the embarkation of passengers at Ismaïlia on ships in quarantine, and to ask you to convey to Lord Salisbury the best thanks of the Directors fo

* Inclosure 2 in No. 85.

giving them an opportunity of reading these papers, which, as you request, are returned herewith.

I am, &c.
(Signed) H. HILL, *Assistant Secretary.*

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No. 88.

*Sir C. Cookson to the Marquis of Salisbury.—(Received March 24.)*

(No. 3. Commercial.)

My Lord, *Alexandria, March* 15, 1890.

I HAVE the honour to transmit herewith copy of a letter, dated the 7th instant, which I have received from Dr. Mackie, inclosing a copy of a statement read by the Austrian Delegate at a meeting of the Sanitary Board on the 4th instant, with the object of proving that the embarkation of passengers at Suez and Port Saïd on vessels passing the Canal in quarantine is contrary to the spirit of the "Règlement Général."

It would appear from Dr. Mackie's remarks that the practice in question has existed since the institution of the Board, and that the meaning attached by the Austrian Delegate to Article 34 of the "Règlement" is not in accord with the interpretation or practice of the Board.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure in No. 88.

*Dr. Mackie to Sir C. Cookson.*

Sir, *Alexandria, March* 7, 1890.

I HAVE the honour to report that a meeting of the Maritime and Quarantine Sanitary Board was held on Tuesday, the 4th instant.

The whole of the time of this meeting was occupied by the Austrian Delegate, who read a long communication by himself, copy of which I inclose,* endeavouring to prove that the embarkation of passengers from Egypt at Suez and Port Saïd on vessels passing the Canal in quarantine is forbidden by our "Règlement," or, if not positively forbidden, that the spirit of the "Règlement" is against it.

It certainly seems a little strange that the spirit of the Regulations should have been found out only to-day to be against the embarkation of passengers on vessels passing in quarantine, seeing that such embarkation has been practised ever since the Board has been in existence, and the Austrian Delegate has been fully aware of it. If there is no special mention of it in any Article of the "Règlement," it is simply that there was no special necessity for it, and the last paragraph of Article 34 of the "Règlement Général" seems to me to apply to embarkations generally. With regard to the meaning which he attaches to the expression "période quarantenaire," Article 34, viz., that the vessel must undergo the regulation quarantine to complete the "période quarantenaire," that is not in accord with the interpretation nor practice of the Board, as a vessel may call at a port and leave it again before the "période quarantenaire" is expired, not having received free pratique, but leaving in quarantine. In like manner, a vessel passing the Canal in quarantine is performing her "période quarantenaire," so far as Egypt is concerned, if she does not wish to communicate.

I do not enter into his observations on the propagation of cholera or the duty of the Board, which he as usual maintained was for the protection of Europe, as no observation was made by any Delegate on his communication.

It is impossible to say how far the Austrian Delegate is encouraged by his Government to raise repeatedly these questions on the transit of the Suez Canal, or whether the Government allows itself to be moved by him in the matter; but it is very evident that an occasion is being eagerly sought for to raise a difficulty for England. It may be also that his systematically disagreeable attitude is directed simply against the President, whom he treats in a very gross manner in his correspondence

* Not printed.



with him on quarantine matters. On more than one occasion I understand the President has forwarded his correspondence to Sir Evelyn Baring.

I have, &c.
(Signed) J. MACKIE.

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No. 89.

*The Marquis of Salisbury to Sir A. Paget.*

(No. 14. Commercial.)

Sir, *Foreign Office, March* 28, 1890.

I TRANSMIT herewith copy of a letter from Dr. Mackie, the British Delegate to the Egyptian Sanitary Board, to Her Majesty's Consul and Judge at Alexandria,* inclosing copy of a statement read by the Austro-Hungarian Delegate at a meeting of the Board on the 4th instant, with the object of proving that the embarkation of passengers at Suez and Port Saïd on vessels passing the Canal in quarantine is contrary to the spirit of the "Règlement Général."

It would appear from Dr. Mackie's remarks that the practice in question has existed since the institution of the Board, and that the meaning attached by the Austrian Delegate to Article 34 of the "Règlement" is not in accordance with the interpretation or practice of the Board.

Having regard to the attitude taken up by the Austrian Delegate, which appears to argue some prepossession against England, I have to request your Excellency to make an unofficial communication to the Austrian Government on the subject in such terms as in your discretion you think most suitable.

I am, &c.
(Signed) SALISBURY.

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No. 90.

*Sir A. Paget to the Marquis of Salisbury.—(Received April 5.)*

(No. 27. Commercial.)

My Lord, *Vienna, April* 2, 1890.

I HAVE the honour to inform your Lordship that, in compliance with the instructions contained in the last paragraph of your Lordship's despatch No. 14, Commercial, of the 28th ultimo, to make an unofficial communication to the Austrian Government upon the statement read by the Austro-Hungarian Delegate to the Egyptian Sanitary Board respecting the embarkation of passengers at Suez and Port Saïd on vessels passing the Canal in quarantine, I yesterday spoke with Baron Pasetti at the Ministry for Foreign Affairs (M. de Szögyeny, by whom the affairs of the Sanitary Board should more properly be treated, not being at the Office) upon this subject, and I read to his Excellency your Lordship's despatch, as well as the Report of Dr. Mackie.

Before going to the Ministry I had had an extract made of the latter, ending at the last paragraph but one, with the words, "as no observation was made by any Delegate on his communication," for, although there could be no objection, in confidential verbal intercourse, in referring to the supposed motives of the Austro-Hungarian's action in this matter, I thought it would, perhaps, be better to avoid alluding to them in any written communication, and I therefore had the last paragraph omitted.

Baron Pasetti asked me (as I expected he would) to leave with him the extract of Dr. Mackie's Report, and while expressing his appreciation of the omission of the part referred to, said he would not fail to bear it in mind. His Excellency said there might possibly have been a little too much zeal on the part of the Austro-Hungarian Delegate in carrying out his duties; but, as for there being any set determination on his part, still less on the part of the Government, to act in a hostile manner in any question in which England was concerned, this he could at once take upon himself most positively to disavow.

Baron Pasetti proceeded to say, however, that the views of the two Governments in regard to quarantine matters were essentially different. In England all

* Inclosure in No. 88.

Quarantine Laws were considered more or less superfluous, whereas in Austria-Hungary they were looked upon as of the greatest importance, and the Health Boards in this country were continually bringing pressure to bear upon the Government to cause the Quarantine Regulations to be strictly observed. If, he added, his memory did not fail him, this was not the first time that this very question, namely, the embarkation of passengers on ships passing through the Canal in quarantine, had been discussed between the two Governments; in reply to which I drew his Excellency's attention to the statement in Dr. Mackie's Report to the effect that "such embarkations have been practised ever since the Board has been in existence."

Baron Pasetti promised that he would go fully into the matter in the proper quarter, and acquaint me with the result in a confidential unofficial Memorandum.

Besides the extract of Dr. Mackie's Report I left with Baron Pasetti the copy of the statement of the Austro-Hungarian Delegate therein inclosed.

I have, &c.
(Signed) A. PAGET.

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No. 91.

*Sir C. Cookson to the Marquis of Salisbury.—(Received April 7.)*

(No. 4. Commercial.)

My Lord, *Alexandria, March* 27, 1890.

I HAVE the honour to forward herewith a copy of a letter, with its inclosures, addressed to me by Dr. Mackie, and relating to the case of the steam-ship "Fulford."

While this vessel was at Chittagong, in February, three of the crew died of cholera, and the ship was disinfected by the local sanitary authorities. The health on board during the voyage having been good, on her arrival at Suez she was placed in quarantine, and, by the Regulation, should have been sent to Jebel Tor to perform seven days' quarantine.

However, on Dr. Mackie's representations, the opinion of the Sanitary Delegates was taken, with the result that, by a majority composed very largely of Egyptian members, the "Fulford" was allowed to pass the Canal in quarantine, her destination being Falmouth.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 91.

*Dr. Mackie to Sir C. Cookson.*

Sir, *Alexandria, March* 23, 1890.

I HAVE the honour to forward, for your information, the inclosed papers relating to the British steamer "Fulford," authorized by a majority of votes of the Quarantine Board to transit the Canal in quarantine.

During the stay of the vessel at Chittagong about the 7th February the captain and two seamen died of cholera, after which, according to the statement of the officer now in command, the sanitary authorities disinfected the vessel, what sort of disinfection is not stated. On the 18th March the "Fulford" arrived at Suez, the health on board having been good during the voyage, but according to the Quarantine Rules was put in quarantine, and ought to have been sent to Jebel Tor to perform the quarantine of seven days.

When the case was brought to my notice by the President of the Quarantine Board I asked him to at once take the opinion of the Delegates by Circular as to whether the "Fulford" might not be authorized to transit the Canal in quarantine, provided her destination were a port in the United Kingdom, all we knew about her destination being that it was Port Saïd for orders. As you will see by inclosed telegrams, the captain telegraphed from Suez to owners and received his orders for Falmouth.

The majority in favour of transit in quarantine was, as you will see, rather a



weak one, being six European votes against seven who voted against it, eight votes of the whole majority being Egyptian.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 91.

*Mr. Miéville to the Members of the Quarantine Board.*

Messieurs, *Alexandrie, le* 18 *Mars*, 1890.

J'AI l'honneur de vous transcrire ci-après la dépêche que je viens de recevoir de l'Office Sanitaire de Suez :—

"Vapeur Anglais "Fulford," équipage 19, provenant de Chittagong et Akyab, de son "official log" résulte que pendant son séjour Chittagong 7 Février dernier, capitaine et deux marins furent attaqués de choléra; les deux marins débarquèrent immédiatement hôpital où ils décédèrent après quarante heures; le capitaine mourut aussi à bord même temps. Tous les effets des trois décédés ont été débarqués; le second du bord qui commande actuellement le navire déclare en outre que l'autorité sanitaire de Chittagong désinfecta le navire et qu'il partait en pratique pour Akyab et Colombo. Pendant traversée santé bord parfaite; destination Port Saïd ordre. Ai suspendu pratique. Prière câbler instructions."

M. le Délégué Sanitaire d'Angleterre, considérant que trente-sept jours se sont écoulé sdepuis le dernier cas, que le bateau a été désinfecté, et que la santé du bord est parfaite, demande que le "Fulford" soit autorisé à transiter le Canal en état de quarantaine.

M. le Délégué d'Angleterre ajoute qu'il ne demande cette autorisation qu'à la condition qu'avant d'entrer dans le Canal la destination du "Fulford" soit fixée pour un port de la Grande-Bretagne.

Je vous prie, Messieurs, de vouloir bien me faire connaître votre avis au sujet de la demande de M. le Délégué d'Angleterre.

Veuillez, &c.
Le Président,
(Signé) W. F. MIÉVILLE.

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*Pour.*

MM. J. Mackie (England).
le Dr J. Pollak (Spain).
Schiess (Egypt).
le Dr. Varenhorst (Egypt).
le Dr. Massa (Portugal).
le Dr. Kulp (Germany).
le Dr. G. Zancarol (Greece).
le Dr. O. Wacil (Egypt).
C. G. Sidarouss (Belgium).
Morice Pasha (Egypt).
R. M. Blomfield (Egypt).
A. Caillard (Egypt).
W. F. Miéville (Egypt).
le Dr. Ardouin (Egypt).

*Contre.*

J'ai l'honneur de rappeler que nous nous trouvons à l'époque de la plus grande extension du choléra en dehors, et selon la statistique officielle des Indes le choléra est le plus fort aux Indes. En 1866 "Virginie" a transmis le choléra de Marseille à Guadeloupe après quarante jours de traversée.

MM. le Dr. Klodzianowski (Austria-Hungary).
le Dr. Pally (Denmark).
P. Girard (France).
Villiers (Russia).
le Dr. Duca (Turkey).
Ph. Demeck (Holland).
A. Minotto (Sweden and Norway).

Inclosure 3 in No. 91.

*Telegrams.*

*Dépêches envoyées par la Direction Centrale à l'Office de Suez.*

*Alexandrie, le* 18 *Mars*, 1890.

INFORMEZ agent "Fulford" qu'il est impératif connaître destination définitive de ce navire, et câblez.

*Alexandrie, le* 18 *Mars*, 1890.

Conseil autorise vapeur "Fulford" à transiter Canal en quarantaine à condition qu'avant entrer Canal destination de ce navire soit fixée pour un port de la Grande-Bretagne.

*Dépêche reçue à la Direction Centrale de l'Office de Suez.*

*Suez, le* 18 *Mars*, 1890.

Agent "Fulford" informe que Bordeaux destination définitive.

*Dépêche expédiée par la Direction Centrale à l'Office de Suez.*

*Alexandrie, le* 19 *Mars*, 1890.

Destination "Fulford" étant Bordeaux, ce navire doit faire sept jours à Tor. Fittère et gardiens doivent l'accompagner. Informez agent.

*Dépêche reçue à la Direction Centrale de l'Office de Suez.*

*Suez, le* 19 *Mars*, 1890.

Capitaine "Fulford" câble armateur pour être autorisé aller dans un port Grande-Bretagne. Attend réponse. Dans le cas navire irait Tor, dois-je compter comme quarantaine le temps passé à Suez? Prière câbler.

*Dépêches envoyées par la Direction Centrale à l'Office de Suez.*

*Alexandrie, le* 19 *Mars*, 1890.

Si Capitaine "Fulford" reçoit ses ordres demain, vous pouvez compter temps passé à Suez.

*Alexandrie, le* 20 *Mars*, 1890.

Câblez aussitôt décision sera prise égard "Fulford."

*Dépêche reçue à la Direction Centrale de l'Office de Suez.*

*Suez, le* 21 *Mars*, 1890.

Vapeur "Fulford" transite Canal en quarantaine; destination Falmouth.

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No. 92.

*Foreign Office to Sir C. Cookson.*

(No. 1. Commercial.)

*Foreign Office, April* 9, 1890.

Sir,

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your despatch No. 4, Commercial, of the 27th ultimo, with its inclosures, respecting the case of the steam-ship "Fulford;" and I am to inform you that his Lordship



approves Dr. Mackie's action, which resulted in the vessel being allowed to pass through the Canal in quarantine.

I am, &c.
(Signed) T. V. LISTER.

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No. 93.

*Sir C. Cookson to the Marquis of Salisbury.—(Received April* 16.)

(Telegraphic.) *Alexandria, April* 16, 1890.

MY despatch No. 4, *re* "Fulford."

Reuter's telegram reports that this steamer now at Bordeaux, captain having reported at Suez that her destination was United Kingdom. This will probably give rise here to serious complaint on part of European Delegates of Sanitary Board. Strict inquiry is therefore desirable.

Despatch by next mail.

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No. 94.

*Mr. Phipps to the Marquis of Salisbury.—(Received April* 18.)

(No. 34. Commercial.)

*Vienna, April* 16, 1890.

My Lord,

WITH reference to Sir A. Paget's despatch No. 27, Commercial, of the 2nd instant, relative to his unofficial communication with this Government on the subject of the statement read by the Austro-Hungarian Delegate to the Egyptian Sanitary Board in regard to quarantine matters, I have the honour to inclose copy of a letter from Baron Pasetti, forwarding a Memorandum in which the arguments adduced by their Delegate are placed on record.

Your Lordship will observe that the Austro-Hungarian Government (still treating the question unofficially), while regretting the differences of opinion between its Delegate and the President of the Commission, attributes them to the essential divergence of views between what are described as the "quarantine and anti-quarantine" States, and cannot admit that his views are entirely unfounded.

Baron Pasetti, however, adds that the Austro-Hungarian Government would be glad to avail itself of any opportunity which Her Majesty's Government may offer to proceed conjointly to a revision of the sanitary question in Egypt in order to arrive at a satisfactory solution.

Dr. Mackie's letter, sent in original, is herewith returned.

I have, &c.
(Signed) E. C. H. PHIPPS.

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Inclosure 1 in No. 94.

*Baron Pasetti to Sir A. Paget.*

M. l'Ambassadeur,

*Vienne, le* 14 *Avril*, 1890.

J'AI l'honneur de restituer à votre Excellence l'exposé fait par le Délégué d'Autriche-Hongrie au Conseil Sanitaire d'Égypte dans la séance du 4 Mars dernier, pièce qui accompagnait l'extrait confidentiel que vous avez bien voulu laisser entre mes mains il y a quelques jours.

Je m'empresse de faire parvenir à votre Excellence, également à titre non-officiel, une notice résumant les arguments que notre Délégué a fait valoir au sein du Conseil dans la question des embarquements de voyageurs à Suez et Port-Saïd sur des bateaux transitant le Canal en quarantaine.

Nous regrettons certainement que des différences d'opinion ont surgi au sein du Conseil entre le Président et notre Délégué.

D'après notre avis, ces différends ne puisent leur source que dans la divergence

des principes suivis par les États quarantenaires de l'autre, de la question de la prophylaxie contre les provenances maritimes en Égypte.

Nous ne saurions donc nous ranger à l'opinion que la manière de voir de notre Délégué soit dépourvue de fondement.

Le Gouvernement Impérial et Royal prend un vif intérêt à voir prospérer le Conseil dans ses attributions réglementaires, et il saisirait avec plaisir toute occasion que lui offrirait le Gouvernement de la Grande-Bretagne pour procéder d'un commun accord à une révision de la question sanitaire en Égypte afin d'arriver à une solution satisfaisante.

Veuillez, &c.
(Signé) M. PASETTI.

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Inclosure 2 in No. 94.

*Memorandum.*

(Translation.)

THE following are the Regulations on which depends the decision of the question whether the embarkation of passengers on ships passing the Suez Canal is admissible:—

"Règlement Général," Article 34;
"Règlement contre le Choléra," Article 6; and the
"Transit-Règlement;"

all of the 1st January, 1881.

Although the embarkation of passengers is not expressly forbidden by the above-mentioned "Règlements," and although the fact of such embarkation having been the English practice for several years is adduced as a proof of its admissibility, there is no mention of this in any Article, while it appears from other Articles that the occasional embarkation of passengers which has hitherto taken place is not in accordance with the "Règlements." Article 34 expressly speaks only of "opérations d'embarquement pendant la période quarantenaire," and limits the idea of "opérations" solely to "marchandises" by appealing to Article 6 of the Cholera "Règlement."

Article 35 of the "Règlement Général" confirms this explanation with regard to the "quarantaine de rigueur."

We must here emphasize the fact that passage "en quarantaine," or even a twenty-four hours' "observation" during the transit, cannot be considered the same as a "période quarantenaire." There can be no effectual and satisfactory control, as in almost all cases communication takes place between the ship passing through and other vessels and persons on the bank; and, as has been repeatedly the case since the end of 1885, infected ships have been provedly permitted to pass through the Canal.

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No. 95.

*Foreign Office to Board of Trade.*

*Foreign Office, April* 18, 1890.

Sir,

I AM directed by the Marquis of Salisbury to transmit herewith a despatch and a copy of a telegram from Her Majesty's Consul and Judge at Alexandria respecting the steps taken by the Egyptian Quarantine and Sanitary Board in regard to the steam-ship "Fulford."*

It appears that, in consequence of deaths from cholera having occurred on board this vessel at Chittagong, she would, under ordinary circumstances, have had, on arriving in Egypt, to have undergone a regulation quarantine of seven days at Tor; but, on the understanding that she would proceed direct to the port of Falmouth, the British Delegate on the Sanitary Board succeeded, though not without difficulty, in securing permission for the "Fulford" to transit the Suez Canal in quarantine.

It now appears, however, from Sir C. Cookson's telegram that the vessel in question put in at Bordeaux, and that it is very probable that this apparent breach

* Nos. 91 and 93.



of faith may be attended with serious consequences to British shipping interests in Egypt, and go far to nullify the efforts which the British Delegate has been making for years past in order that infected vessels may pass through the Canal in quarantine.

Of course, it may be that stress of weather, or some unavoidable cause, necessitated the vessel in question putting in at Bordeaux, and, if such should turn out to be the case, a sufficient reason for her so doing might be given.

I am, however, to request that the Board of Trade will be good enough to cause inquiry to be made, with as little delay as possible, into the actual facts of the case, and should it appear that a breach of faith has taken place, it might be well to warn ship-owners, in whatever manner the Board of Trade may think best, of the evil consequences likely to arise from such a proceeding.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 96.

*Foreign Office to Sir C. Cookson.*

(No. 2. Commercial.)

*Foreign Office, April* 19, 1890.

Sir,

I AM directed by the Marquis of Salisbury to inform you that the inclosure in your despatch No. 3, Commercial, of the 15th ultimo, respecting the statement read by the Austro-Hungarian Delegate to the Sanitary Board as to embarkation on ships passing the Canal in quarantine, was forwarded to Her Majesty's Representative at Vienna, with instructions to him to make an unofficial communication to the Austrian Government on the subject in such terms as, in his discretion, he should think most suitable.

I am now to transmit to you copy of a despatch from Mr. Phipps on the subject,* together with a translation of a Memorandum by Baron Pasetti, for any observations which, in communication with Dr. Mackie, you may have to offer thereon.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 97.

*Mr. Egerton to the Marquis of Salisbury.—(Received April* 26.)

(No. 116. Commercial.)

*Paris, April* 24, 1890.

My Lord,

I HAVE the honour to transmit herewith to your Lordship copy of a despatch, and its inclosure, from Her Majesty's Consul at Bordeaux, on the recent detention in quarantine at that port of the British steamer "Fulford." I should be glad to learn the exact Rules now in force for the passage of ships in quarantine through the Suez Canal; for the statement of the Sanitary Council as regards the exceptional favour shown to British vessels is surprising, and possibly it might be thought fitting that observations should be made to the French authorities on the subject of this statement, if found to be reported correctly in the "Gironde."

I have, &c.
(Signed) EDWIN H. EGERTON.

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Inclosure 1 in No. 97.

*Consul Ward to the Earl of Lytton.*

*Bordeaux, April* 21, 1890.

My Lord,

I HAVE the honour to report to your Excellency that the British steamer "Fulford," of Middlesborough, official No. 89,723, arrived at Bordeaux on the 18th instant from Akyab viâ Falmouth with a cargo of rice, with clean bills of health granted to her both at Akyab and at Ceylon, and after passing through the Suez

* No. 94.

Canal in transit quarantine. Three deaths by cholera had occurred on board the "Fulford" at Chittagong about ten days before the vessel took in her cargo at Akyab, but no further case of cholera had occurred after that.

On arrival at Pauillac, the out-port of Bordeaux, the "Fulford" was, by order of the Sanitary Council of the Gironde (which order, in accordance with the French Sanitary Laws, was confirmed by the Minister of the Interior at Paris), kept in quarantine for seven days, and thoroughly disinfected, before she was permitted to ascend the River Gironde to Bordeaux.

The master of the "Fulford," on arrival of the steamer at this port, noted a formal protest at this Consulate against all possible loss arising from the detention of the vessel at Pauillac, which detention he considered to have been excessive and uncalled for.

As there cannot, even assuming the "Fulford" to have arrived at Pauillac with clean bills of health, be any doubt, according to my humble opinion, that the French authorities acted within their right in imposing a quarantime of seven days' duration upon the "Fulford" if they thought fit, and as moreover the decision of the Sanitary Council of the Gironde was confirmed by a Ministerial Order sent from Paris, I have not considered myself called upon to make any representations to the Préfet at at Bordeaux regarding the over-long duration of the quarantine imposed on the "Fulford;" but there are two points in this case which I would take the liberty to submit for your Excellency's consideration, in order that, if your Excellency should think proper, the same may be brought under the notice of the sanitary authorities of the Suez Canal, or of the French Government, viz.:—

1. That it is stated in the Order (issued by the Sanitary Council of the Gironde and confirmed by the Minister of the Interior), of which I beg leave to inclose a copy in the original wording, published in the Bordeaux newspapers, that the steamer "Fulford" was not subjected to a medical inspection on her passing through the Suez Canal, and, "contrary to what is done in the case of vessels of all other nations was, in her quality as a British ship, permitted to pass through the Canal in transit quarantine;" and

2. That, according to a statement made to me by the master of the "Fulford," his vessel was permitted to pass through the Suez Canal in transit quarantine, but only on condition of his promising not to sail direct for a French port. Not being acquainted with the Quarantine Regulations of the Suez Canal, I am unable myself to judge how far the two preceding statements are actually based on fact.

I have, &c.
(Signed) WILLIAM WARD.

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Inclosure 2 in No. 97.

*Extract from "Gironde" Newspaper of April* 14, 1890.

*Decision of Sanitary Council of the Gironde Department, dated April* 13, 1890, *regarding duration of Quarantine to be imposed on the British Steam-ship "Fulford."*

LE Conseil, après avoir entendu l'exposé de l'affaire présenté par M. le Directeur du Service de Santé, a émis l'avis suivant:—

"Le Conseil Sanitaire, considérant que les trois seuls cas de choléra qui se soient produits à bord du 'Fulford' remontaient au 8 Février, qu'ils se sont déclarés à Chittagong, dans le Golfe de Bengale, près des bouches du Gange; que le chargement de riz qui se trouve à bord a été pris à Akyab une dizaine de jours après la constatation de ces cas.

"Considérant toutefois que le navire 'Fulford' arrive en patente brute à Pauillac:

"Qu'il n'a pas subi d'inspection médicale à son passage au Canal de Suez; qu'il a été admis à traverser en transit quarantenaire en sa qualité de navire Anglais, contrairement à ce qui a lieu pour les navires des autres nations; que le 'Fulford' n'ayant pas de médecin à bord, un doute est permis sur la valeur des mesures de désinfection qui ont pu être prises pendant la traversée.

"Reconnaissant d'ailleurs l'utilité des mesures sanitaires déjà prises par M. le Directeur de la Santé à Pauillac, propose cependant de les compléter en portant à la durée maximum de sept jours la quarantaine imposée au 'Fulford.'"

Cet avis a été immédiatement transmis au Ministre de Interieur par les soins de la Préfecture de la Gironde.

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No. 98.

*Board of Trade to Foreign Office.—(Received April* 26.)

*Board of Trade, London, April* 25, 1890.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 18th instant, with inclosures, from Her Mnjesty's Consul and Judge at Alexandria, in which you request that inquiry should be made into the case of the steam-ship "Fulford," which was reported to have put in at Bordeaux after obtaining permission from the Egyptian Quarantine and Sanitary Board to transit the Suez Canal in quarantine, on the understanding that she would proceed direct to Falmouth.

In reply, I am to acquaint you, for the information of the Marquis of Salisbury, that, in compliance with the request contained in your letter, Messrs. John M. Lennard and Sons, of Middlesborough, owners of the "Fulford," were asked to furnish an explanation of the action which their chief officer was reported to have taken. Copy of a reply from Messrs. Lennard and Son, and of a letter from the chief officer of the "Fulford," are forwarded herewith, and I am to request that these documents may be laid before Lord Salisbury.

The inclosures in your letter are herewith returned.

I have, &c.
(Signed) C. CECIL TREVOR.

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Inclosure 1 in No. 98.

*Messrs. Lennard and Sons to Board of Trade.*

*Middlesborough-on-Tees, April* 23, 1890.

Sir,

WE beg to acknowledge receipt of your communication dated the 19th April *re* steam-ship "Fulford."

It is quite true that the captain and two of the seamen died of cholera out at Chittagong, but the steamer received free pratique and proceeded to Akyab, where she loaded a cargo of rice, and no sickness whatever occurred on her homeward passage. The steamer proceeded from Suez to Falmouth for orders, and the inclosed copy of letter from the captain will explain to you why she did not stay at that port. Our intention was, of course, that the vessel should have received a clean bill of health at Falmouth, which would then have prevented the detention at Bordeaux.

We remain, &c.
(Signed) JOHN M. LENNARD AND SONS.

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Inclosure 2 in No. 98.

*Mr. Crowley to Messrs. Lennard and Sons.*

*Bordeaux, April* 17, 1890.

Dear Sirs,

YOURS of the 9th, 10th, and 14th instant to hand this evening at 4·50 P.M., and contents carefully noted. I have got ship entered at Custom-house, protest noted, and merchants notified that we are all ready to deliver cargo. I will have survey on hatches in the morning, but do not anticipate any damage to the cargo. With reference to getting a bill of health at Falmouth, it would only have wasted time and incurred additional expense to have gone into port and got one; in fact, G. C. Fox, Water Clerk, told me that I would not get one for a time, and advised me to proceed at once to Bordeaux. I had a good clean bill of health from Akyab, also one from Point de Galle, but they were of no use here, and the Director of the Sanitary Board told me under the circumstances that an English bill of health was no good. Mr. Bonnin got the ship entered very quickly this morning, and promises me good dispatch, and I hope will commence to-morrow about noon. I will arrange with stevedore in the morning, and hope to be able now to give you good satisfaction, and will try my best. I have just heard that the Spanish Consul here has said that if the "Fulford" was allowed to come to Bordeaux to discharge, that he

would have every vessel that left here for Spain quarantined there. I will write to Bilbao to-morrow and try to find that such is the case.

I have, &c.
(Signed) J. CROWLEY.

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No. 99.

*Sir C. Cookson to the Marquis of Salisbury.—(Received April 28.)*

(No. 5. Commercial.)

My Lord, *Alexandria, April* 17, 1890.

WITH reference to my telegram to your Lordship of yesterday's date, I have the honour to inclose a copy of a despatch from Dr. Mackie of the 14th instant respecting the case of the steamer "Fulford," which, according to a Reuter's telegram, was at Bordeaux on the 13th instant, although the captain declared at Suez that her destination was Falmouth.

I entirely agree with Dr. Mackie's view that any such want of good faith on the part of a British master may be attended with disastrous effects, and may lead to the obstruction of measures which are of the utmost importance to our commerce, on the ground that no reliance can be placed on the declarations of British captains.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure in No. 99.

*Dr. Mackie to Sir C. Cookson.*

Sir, *Alexandria, April* 14, 1890.

I BEG to call your attention to a Reuter's telegram from Paris of yesterday's date, which states that the steamer "Fulford" has been placed in quarantine at Bordeaux, having had cases of cholera on board at Akyab, and afterwards.

This is evidently the British steamer "Fulford," the case of which I reported on to you under date of the 23rd March.

It was distinctly understood by the quarantine authorities here before giving permission for her to transit the Canal in quarantine that the destination of the vessel was Falmouth, and not Bordeaux, as originally intended.

Had the master declared that his destination was Bordeaux, the ship would not have been allowed to pass the Canal without previously undergoing quarantine at Tor. It seems to me evident that the master has made a false declaration.

It is difficult to make out from the telegram whether the "other cases" referred to took place during the voyage before or after Suez. If on the voyage before arriving at Suez, the declaration of the master would be again false, as he stated that the health on board had been perfect. Information on this point is desirable, and will doubtless be asked for by the Delegates at the Quarantine Board.

A case of this sort does incalculable mischief to our work at the Quarantine Board.

Acting on the general lines laid down for guidance by Her Majesty's Government, I asked the Board to allow the vessel to pass the Canal in strict quarantine on condition of her destination being a port of the United Kingdom. The master telegraphed to his owners, and we were informed that the port of destination had been changed to Falmouth. Notwithstanding this, the vessel has gone to Bordeaux, and no doubt the Continental press will take up the matter, to the detriment of British interests and the work of the British Delegate at the Quarantine Board. I shall probably now be told that British ship-masters pretend falsely to be bound for a port in the United Kingdom in order to be allowed to pass the Canal, and then carry infection to ports of other countries whose Delegates have instructions to oppose such passage before undergoing quarantine at Tor.

I hope Her Majesty's Government will cause inquiry to be made into this case,



and, if it is proved that the master has made false declarations, I think he ought to be dealt with accordingly.

I have, &c.
(Signed) J. MACKIE.

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No. 100.

*Sir C. Cookson to the Marquis of Salisbury.—(Received April 28.)*

(No. 6. Commercial.)

My Lord, *Alexandria, April* 15, 1890.

I HAVE the honour to forward herewith a copy of a Report, with its inclosures, dated the 14th instant, by Dr. Mackie, of a meeting of the Sanitary Board on the 1st instant, at which a Return was presented showing that the number of postal steamers which are exempted from sanitary dues is increasing.

Dr. Mackie thinks that, as this produces a serious effect on the Budget of the Quarantine Administration, a proposition will be made to submit mail-steamers to payment of sanitary dues, and, in his opinion, this would be only just, as mail-steamers have the first claim to the services of the Sanitary Agent, and the tax on them would be insignificant.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 100.

*Dr. Mackie to Sir C. Cookson.*

Sir, *Alexandria, April* 14, 1890.

I HAVE the honour to report that a meeting of the Maritime and Quarantine Sanitary Board was held on Tuesday, the 1st instant.

This was the first meeting held in the new rooms to which the Administration has had to remove. The Austrian Delegate took occasion to remark at some length on the unfitness of the room which the President had allotted to the Council as a Board-room, and proposed that a sum of 6,000*l.* should be voted from the funds of the Board to build new and more fitting offices.

Although nearly all the Delegates seemed to express more or less dissatisfaction with the present room, none of them entertained the proposition of the Austrian Delegate, and the subject dropped.

The only subject of any interest on the order of the day was the report of the Inspector-General on the service on the Suez Canal, a copy of which I inclose. The Inspector-General points out in this Report the number, yearly increasing, of postal steamers which, from an old-established custom in Egypt, are exempted from paying sanitary dues. The number of steamers paying sanitary dues is, on the other hand, decreasing. This arises partly from this, that some of the large Companies which formerly paid dues have lately become regular mail-carrying steamers, and have claimed the privilege of exemption. This naturally produces a serious effect on the Budget of the Quarantine Administration, and I think it is very likely that a proposition will soon be made to submit also mail-steamers to payment of sanitary dues. It seems to me that this would be a just enough demand, as mail-steamers have always been allowed to have the first claim on the services of the Sanitary Agent, so as to have no delay, and the amount of tax on each steamer would be insignificant.

Should any large amount accrue to the Budget from this source it would be a subject for discussion when the time comes whether some other quarantine tax should not be proportionally lightened.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 100.

*Dr. Ardouin to Mr. Miéville.*

*Alexandrie, le 25 Mars, 1890.*

M. le Président,

J'AI l'honneur de porter à votre connaissance qu'en général le service est bien et régulièrement fait à l'Office Sanitaire du Port-Saïd.

La seule chose que j'aie eu à blâmer est l'admission de bœufs en libre pratique dans l'un des parcs affecté au service des animaux en quarantaine; je dois, toutefois, reconnaître que ces bœufs étaient destinés à l'abatage.

A l'exception de la visite médicale des navires transitant en quarantaine, visite à laquelle on ne procède que pendant le jour, toutes les autres formalités: arraisonnement des navires en libre pratique, délivrance ou visa des patentes, &c., sont remplies sans retard, de nuit comme de jour.

Dans le cours de l'année 1889, 1,350 navires ont eu leurs papiers expédiés ou ont été arraisonnés pendant la nuit. La constatation de ce fait prouve l'importance du service de nuit à Port-Saïd.

Le nombre des navires qui touchent à ce port continue à être considérable, comme on peut s'en convaincre en jetant un coup d'œil sur les chiffres suivants:—

PORT-SAÏD, 1889.

Navires venant de la Méditerranée tous en libre Pratique.

| Mois. | Repartis pour la Méditerranée. | | Entrés dans le Canal. | Total Navires à Vapeur. |
|---|---|---|---|---|
| | Voiliers. | Navires à Vapeur. | Navires à Vapeur. | |
| Janvier .. .. .. .. | 37 | 62 | 183 | 245 |
| Février .. .. .. .. | 44 | 67 | 163 | 230 |
| Mars .. .. .. .. | 75 | 78 | 165 | 243 |
| Avril .. .. .. .. | 82 | 79 | 169 | 248 |
| Mai .. .. .. .. | 94 | 67 | 138 | 205 |
| Juin .. .. .. .. | 114 | 54 | 142 | 196 |
| Juillet .. .. .. .. | 128 | 51 | 120 | 171 |
| Août .. .. .. .. | 109 | 53 | 105 | 158 |
| Septembre .. .. .. .. | 115 | 53 | 103 | 156 |
| Octobre .. .. .. .. | 86 | 56 | 134 | 190 |
| Novembre .. .. .. .. | 115 | 60 | 115 | 175 |
| Décembre .. .. .. .. | 58 | 77 | 139 | 216 |
| | 1,057 | 757 | 1,676 | 2,433 |

| | | |
|---|---|---|
| Navires à Vapeur venant du Canal*— | | |
| En libre pratique .. .. .. .. .. | 1,692 | |
| En quarantaine .. .. .. .. .. | 48 | |
| Ensemble .. .. .. .. .. .. | | 1,740† |
| Total .. .. .. .. .. | | 4,173 |

* Voir le Tableau du mouvement des navires à Suez. † Pas de voiliers.

Ces 4,173 navires à vapeur comprennent 174 bâtiments de guerre, 868 postaux, et 3,131 navires de commerce. Ces derniers sont seuls soumis au paiement des taxes.

En 1888, les navires ayant touché à Port-Saïd étaient au nombre de 5,103, savoir: 4,221 bateaux à vapeur et 882 voiliers.

En 1889, nous avons compté 4,173 bateaux à vapeur et 1,057 voiliers, ensemble 5,230 navires.

Il est donc passé à Port-Saïd en 1889, 48 bateaux à vapeur de moins et 175 voiliers de plus qu'en 1888.

Pour connaître le transit des navires par le Canal Maritime, du nord au sud et du sud au nord, pendant l'année 1889, il n'y a qu'à éliminer du Tableau qui précède et de celui que j'ai dressé pour Suez, dans un second Rapport, les chiffres qui se



rapportent aux navires partis pour la Méditerranée ou pour la Mer Rouge sans être entrés dans le Canal. On obtient le résultat suivant:—

| | | |
|---|---|---|
| Transit, 1889— | | |
| De Port-Saïd à Suez .. .. | 1,676 | navires à vapeur, en libre pratique. |
| De Suez à Port-Saïd .. .. | 1,740 | " " dont 48 en quarantaine. |
| Total .. .. | 3,416 | |
| Transit, 1888— | | |
| De Port-Saïd à Suez .. .. | 1,726 | navires à vapeur, en libre pratique. |
| De Suez à Port-Saïd .. .. | 1,714 | " " dont 3 en quarantaine. |
| Total .. .. | 3,440 | |
| Différence en faveur de 1888 | 24 | |

La légère diminution constatée, en 1889, dans le nombre des navires transitant par le Canal Maritime n'a eu que peu d'influence sur le chiffre total du tonnage qui n'en a pas moins continué à augmenter.

Veuillez, &c.
L'Inspecteur-Général,
(Signé) DR. ARDOUIN.

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Inclosure 3 in No. 100.

*Dr. Ardouin to Mr. Miéville.*

*Alexandrie, le 27 Mars, 1890.*

M. le Président,

J'AI l'honneur de vous présenter le Tableau du mouvement des navires à l'extrémité sud du Canal Maritime pendant l'année 1889 et de vous faire connaître le résultat de mon inspection à Suez.

SUEZ, 1889.

| Mois. | Navires venant de la Mer Rouge. | | | | | | | Total. | |
|---|---|---|---|---|---|---|---|---|---|
| | En libre Pratique. | | | | En Quarantaine: Navires à Vapeur. | | | | |
| | Repartis pour la Mer Rouge. | | Entrés dans le Canal. | | Ayant transité par le Canal, en libre Pratique, après— | | Ayant transité par le Canal en Quarantaine. | | |
| | Navires à Vapeur. | Voiliers. | Navires à Vapeur. | Voiliers. | 24 heures de Quarantaine. | Plus de 24 heures de Quarantaine. | | Navires à Vapeur. | Voiliers. |
| Janvier .. .. | 12 | 7 | 106 | .. | 14 | 1 | 10 | 143 | 7 |
| Février .. .. | 10 | 8 | 113 | .. | 20 | .. | 9 | 152 | 8 |
| Mars .. .. | 10 | 11 | 176 | .. | .. | .. | .. | 186 | 11 |
| Avril .. .. | 8 | 9 | 186 | .. | .. | 1 | 1 | 196 | 9 |
| Mai .. .. | 7 | 10 | 145 | .. | 3 | .. | .. | 155 | 10 |
| Juin .. .. | 12 | 4 | 130 | .. | 7 | .. | 1 | 150 | 4 |
| Juillet .. .. | 17 | 4 | 133 | .. | 15 | .. | 3 | 168 | 4 |
| Août .. .. | 7 | 1 | 108 | .. | 24 | .. | 12 | 151 | 1 |
| Septembre .. | 12 | 2 | 103 | .. | 21 | .. | 10 | 146 | 2 |
| Octobre .. .. | 9 | 5 | 130 | .. | 4 | .. | 2 | 145 | 5 |
| Novembre .. | 8 | 1 | 121 | .. | 3 | .. | .. | 132 | 1 |
| Décembre .. | 7 | 3 | 126 | .. | 2 | .. | .. | 135 | 3 |
| Total .. | 119 | 65 | 1,577 | .. | 113 | 2 | 48 | 1,859 | 65 |
| Navires à Vapeur venant du Canal,* tous en libre pratique .. .. .. | | | | | | | | 1,676 | .. |
| Total .. .. .. .. .. .. .. | | | | | | | | 3,535 | 65 |

* Voir le Tableau du mouvement des navires à Port-Saïd.

Comparons ces chiffres à ceux de l'année précédente.

| | Navires à Vapeur. | Voiliers. | Ensemble. |
|---|---|---|---|
| 1889— | | | |
| Navires venant de la Mer Rouge .. | 1,859 | 65 | 1,924 |
| " " du Canal .. .. | 1,676 | .. | 1,676 |
| Total .. .. .. | 3,535 | 65 | 3,600 |
| 1888— | | | |
| Navires venant de la Mer Rouge .. | 1,835 | 93 | 1,928 |
| " " du Canal .. .. | 1,726 | .. | 1,726 |
| Total .. .. .. | 3,561 | 93 | 3,654 |

Différence en moins, pour l'année dernière, 26 navires à vapeur, 28 bâtiments à voile.

En 1889, le nombre des navires en contumace s'est élevé à 163, parmi lesquels 115 ont escompté la quarantaine, et 48 ont transité en quarantaine.

La navigation de nuit, dans le Canal Maritime, est devenue très facile, grâce à l'emploi de la lumière électrique sous forme de projections à bord des navires, ainsi qu'à l'installation de bouées lumineuses et de feux fixes, dits de direction, en certains points du Canal; aussi, le nombre des bâtiments effectuant le transit pendant la nuit se rapproche-t-il de celui des navires qui l'accomplissent de jour. Les entrées dans le Canal se trouvent, par le fait, échelonnée dans un espace de temps plus considérable; vingt-quatre heures au lieu de douze, et les navires, n'ayant plus à attendre leur tour, ne stationnent pas à Suez ou s'y trouvent rarement plusieurs à la fois; il en résulte que la rade semble être moins fréquentée qu'autrefois, bien qu'en réalité elle le soit toujours autant.

Le service de nuit est donc très important et ne peut que le devenir davantage. En 1889, 456 navires venant du sud ont été arraisonnés de nuit, à Suez; ce qui ne veut pas dire qu'ils aient été les seuls à naviguer de nuit dans le Canal; il en est beaucoup d'autres qui, après y être entrés de jour, ont continué leur route pendant la nuit; mais, je n'entends tenir compte que de ceux pour lesquels les opérations de reconnaissance et de visa ont été faites de nuit. On a vu qu'à Port-Saïd, le chiffre de ces opérations est beaucoup plus élevé: 1,350.

Il y aurait peut-être lieu, vu le nombre de navires profitant du service de nuit, de prélever, pour être versé à la Caisse du Conseil, un quantum sur le montant des sommes payées par les navires pour ce genre de service, et attribuées en entier, jusqu'ici, aux employés Sanitaires.

Les bateaux à vapeur qui touchent à Suez comprennent un assez grand nombre de navires postaux, exemptés, comme tels, du paiement des taxes sanitaires et quarantenaires.

En 1889, sur 1,859 navires, on compte 86 bâtiments de guerre, 404 postaux, bénéficiant de la gratuité, et 1,369 bâtiments de commerce, ayant seuls payé les taxes.

Je ne m'occupe ici que des navires arrivant du sud, car ceux qui débouchent du Canal pour se rendre dans l'Extrême Orient, passent pour la plupart à Suez, sans s'y arrêter et sans y être arraisonnés; ils l'ont été à Port-Saïd.

J'ai indiqué dans un autre Rapport que le nombre des navires postaux qui touchent à Port-Saïd est encore plus élevé que celui des navires de la même catégorie passant par Suez; il atteint le chiffre de 868. A Alexandrie il est de 530 environ.

Les navires postaux qui ne versent rien à la Caisse du Service Quarantenaire jouissent cependant de plusieurs privilèges accordés par le Conseil, et sont, de tous les bâtiments, ceux qui occasionnent le plus de dépenses à l'Administration, en l'obligeant à avoir un personnel toujours prêt, nombreux par conséquent, et un matériel de choix, une chaloupe à vapeur, afin d'éviter le plus petit retard dans l'arraisonnement.

Le nombre de ces navires privilégiés va en augmentant tous les ans, et celui des navires soumis au paiement des taxes diminue dans la même proportion, ce qui réduit le chiffre de nos recettes. Je crois donc devoir appeler l'attention du Conseil sur cette situation, et lui demander, une foi de plus, d'y porter remède en soumet-



tant les postaux, aussi bien que les autres navires, au paiement des taxes. L'adoption de cette mesure aurait, en outre, l'avantage de faire disparaître, à l'égard des bâtiments de différentes catégories, une inégalité de traitement qui n'existe guère qu'en Égypte.

Je signalerai aussi un autre fait: les navires transitant en quarantaine ne sont soumis, en échange de cette faveur, à aucune contribution, bien que le service spécial de surveillance sanitaire pendant le transit soit assez coûteux. Les frais de séjour au lazaret flottant, de voyage de retour jusqu'au point de départ, &c., s'élèvent à P. E. 280, pour chaque officier Sanitaire; on en met deux à bord; en conséquence, chaque bateau transitant en quarantaine impose à l'Administration une dépense de P. E. 560, en dehors des appointements fixes du personnel attaché au service du transit. Trente-trois navires en quarantaine ont passé par le Canal en 1887, et ont coûté à l'Administration une somme de £ E. 184 environ. Quarante-huit navires ont transité en quarantaine en 1889; ils ont occasionné une dépense de £. E. 268.

Il serait juste et équitable, à mon avis, de faire payer aux navires transitant en quarantaine, une taxe spéciale, dont le produit couvrirait, en totalité ou en partie, tout au moins, les frais que je viens d'indiquer. Il est certain, en effet, que les armateurs ou les Compagnies de Navigation qui font passer leurs navires en quarantaine plutôt que de leur laisser escompter, en Égypte, la période quarantenaire, trouvent, à cela, grand profit, économie de temps et d'argent, et qu'ils devront consentir à être soumis à une taxe pour continuer à jouir de ces avantages.

Les dépenses d'entretien de la chaloupe à vapeur et le coût du charbon qu'elle consomme annuellement sont assez élevés.

Faut-il, pour cela, se passer de cette chaloupe ou bien continuer à s'en servir?

Au cas où on la conserverait, peut-on réduire les frais qu'elle occasionne?

Ce sont là des questions que j'ai étudiées pendant mon séjour à Suez. Il résulte de cette étude et des renseignements pris que dans les conditions actuelles de la navigation, il ne faut pas penser à faire le service avec des embarcations à rame, ni espérer que les intéressés supporteraient les retards, les lenteurs inévitables avec ce moyen de communication.

Il n'est, d'ailleurs, pas possible de se passer à Suez, surtout en hiver, d'une embarcation à vapeur du genre de celle que nous avons. La chaloupe est indispensable pour le service de la rade et pour celui des Sources de Moïse, lorsqu'il s'y trouve des navires, des passagers ordinaires, ou des pèlerins en quarantaine.

Du moins, peut-on diminuer notablement les dépenses de ce chef? Cela non plus n'est pas possible. En effet, à la suite d'un examen attentif des comptes et d'informations prises auprès des Chefs de Service de la Compagnie du Canal Maritime, ainsi qu'auprès de quelques agents des Compagnies de Navigation, tous compétents en cette matière, puisqu'ils ont eux-mêmes des embarcations à vapeur, j'ai pu me convaincre que les dépenses faites pour notre chaloupe ne sont pas exagérées, et qu'il n'y a pas lieu, ni même possibilité de les réduire sensiblement.

Veuillez, &c.

L'Inspecteur-Général,
(Signé) Dr. ARDOUIN.

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Inclosure 4 in No. 100.

*Dr. Ardouin to Mr. Miéville.*

*Alexandrie, le* 29 *Mars*, 1890.

M. le Président,

*Ismaïlia.*—J'ai l'honneur de vous informer que j'ai trouvé l'Agence Sanitaire d'Ismaïlia complètement organisée et installée dans une partie de l'édifice affecté autrefois à l'Hôpital Égyptien. Ce local, réparé par les soins du Ministère des Travaux Publics, est suffisant, et répond à sa destination.

Le poste de surveillance et l'abreuvoir établis au Chantier No. 6, sur la rive Asie du Canal Maritime, fonctionnent aussi.

J'ai constaté que le bac destiné au passage des animaux d'une rive à l'autre du Canal est insuffisant. La Compagnie est disposée à en faire construire un autre de plus grandes dimensions; il suffira, pour l'avoir, d'en faire la demande.

Bien que la nouvelle voie ouverte aux caravanes à Ismaïlia offre certains avantages aux propriétaires et aux marchands d'animaux, fort peu d'entre eux en ont profité jusqu'ici.

Cela tient, sans doute, en partie à la ténacité de l'habitude prise de passer par une autre route, mais surtout à la diminution très sensible des arrivages d'animaux de provenance étrangère, diminution contaté aussi bien aux ports d'Alexandrie, de Suez, et de Port-Saïd, qu'à la frontière Asiatique.

Dans ces conditions, il me paraît inutile et superflu de maintenir à Ismaïlia un agent, Chef du Service, et un Médecin Vétérinaire. La présence de ce dernier seulement est nécessaire; elle serait suffisante, alors même que le nombre des animaux passant par Ismaïlia viendrait à augmenter dans une large mesure. Je suis donc d'avis que la charge de Chef de l'Agence Sanitaire d'Ismaïlia, remplie actuellement par M. Ahmed Sadek, soit supprimée à la fin de l'Exercice courant, et que le Médecin Vétérinaire soit chargé de la direction du Service à partir de cette époque. D'ici là, il pourra se faire qu'un emploi devienne vacant dans l'Administration et soit donné à M. Ahmed Sadek, déplacé d'Ismaïlia.

*Kantara.*—Je n'ai aucune remarque à faire sur le poste sanitaire de Kantara, si ce n'est que le Médecin Vétérinaire qui s'y trouve seul employé avec un certain nombre de gardiens Sanitaires, suffit amplement aux exigences du Service.

J'ai aussi constaté que le nombre des animaux étrangers entrés en Égypte par Kantara a considérablement diminué, ainsi que dans toutes les autres localités ouvertes à l'importation de ces animaux.

ANIMAUX arrivés à Kantara.

| Années. | Chameaux. | Bœufs et Buffles. | Chevaux. | Anes et Mulets. | Moutons et Chèvres. | Totaux. |
|---|---|---|---|---|---|---|
| 1884 .. .. | 7,681 | .. | 2,100 | 839 | 10,222 | 20,842 |
| 1885 .. .. | 6,131 | .. | 3,340 | 1,487 | 16,324 | 27,282 |
| 1886 .. .. | 7,512 | 95 | 993 | 897 | 2,468 | 11,965 |
| 1887 .. .. | 4,262 | .. | 690 | 651 | 3,786 | 9,389 |
| 1888 .. .. | 4,018 | .. | 693 | 582 | 1,059 | 6,352 |
| 1889 .. .. | 3,674 | .. | 313 | 356 | 518 | 4,861 |
| Total .. | 33,278 | 95 | 8,129 | 4,812 | 34,377 | 80,691 |

Veuillez, &c.
L'Inspecteur-Général,
(Signé) DR. ARDOUIN.

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No. 101.

*Sir E. Baring to the Marquis of Salisbury.—(Received April 28.)*

(No. 10. Commercial. Confidential.)

My Lord, *Cairo, April* 19, 1890.

I HAVE the honour to forward to your Lordship herewith a letter which has been addressed to Sir C. Cookson by Dr. Mackie, the English Delegate on the Quarantine Board, relative to the conduct and proceedings of Dr. Klodzianowski, the Austro-Hungarian Delegate. Inclosed in Dr. Mackie's letter is a confidential communication by Mr. Miéville, President of the Quarantine Board, giving instances of the obstructive and discourteous conduct of the Austrian Delegate, and of the personal attacks to which he has been subjected on the part of that official.

In transmitting these documents to me Sir C. Cookson states that he is convinced that the conduct of "Dr. Klodzianowski, of which Dr. Mackie so justly complains, has in no way been provoked by any want of courtesy or consideration on the part of the latter, and that both Mr. Miéville and Dr. Mackie are influenced entirely and solely by public considerations in making this representation with a view to putting a stop to a serious scandal."

I would remark that the members of the Quarantine Board have of late been working harmoniously together, the presence of Dr. Klodzianowski being the sole disturbing element in the Administration.

On several occasions I have found it necessary to bring Dr. Klodzianowski's



conduct to the notice of the Austrian Consul-General, and I have reason to think that M. de Rosty in no way approves of the vexatious and quarrelsome behaviour of the Austrian Delegate. This latter appears, however, to be under no direct local control, and I venture accordingly to ask your Lordship whether it would not be possible to make some private representations to the Austrian Government on the subject, with a view to the removal of Dr. Klodzianowski from a post in which he is causing trouble and annoyance.

I have, &c.
(Signed) E. BARING.

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Inclosure 1 in No. 101.

*Dr. Mackie to Sir C. Cookson.*

(Confidential.) *Alexandria, April* 16, 1890.

Sir,

I HAVE the honour to forward, for your information, a confidential communication by Mr. Miéville, President of the Quarantine Board, on the doings of Dr. Klodzianowski, the Delegate of Austria-Hungary.

My official Reports of the meetings of the Board will have shown you the obstructive and vexatory nature of the proceedings of this Delegate, as I have from time to time had occasion to make special reference to them, as well as to his objectionable manner and conduct towards the President personally.

In the inclosed note of the President you will see that none of the observations on the conduct of Dr. Klodzianowski refer to any matter which is within the legitimate province of a Sanitary Delegate, but refer chiefly to unwarrantable interference in the internal administration of the Service, and most obnoxious conduct in his personal dealings with the President, which, if persisted in, must eventually lead to unpleasant complications between them, and create a scandal at the Board, the working of which will become impossible.

That he should justly and fairly criticize the administration of the President where, after mature consideration, he thinks it could be improved, is legitimate enough, but I am bound to say that his conduct forces me to believe that his action is nearly always taken with a purely mischievous intention—either with the view of discrediting the President at the Board, or opposing British interests. Delegates who formerly combined with him to form a party find him so objectionable in his conduct that they no longer rally round him. On one occasion, in 1886, his conduct to the Italian Delegate, Dr. de Castro, at a meeting of a Commission of the Board was so brutal that a duel nearly ensued, and was averted only by the mediation of friends, but the circumstances were brought to the notice of Commander de Martino, Italian Consul-General.

I am persuaded that while he remains at the Board, and persists in the same line of conduct, complications are likely to arise which I feel sure will be of a nature to cause difficulties for the British and Austro-Hungarian authorities.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 101.

*Note on the Action of the Austro-Hungarian Delegate to the Egyptian Maritime and Quarantine Board of Health during the last six months.*

(Confidential.)

Item 1.—*Verbal Threats to President of Board.*

ON the 4th October, 1889, the Austrian Delegate called on the President of the Board in his official room to (apparently) threaten that if this latter functionary did not amend his ways, he (Dr. Klodzianowski) should take steps to cause the President's removal from his post. The President pointed out that if his conduct was displeasing, the Egyptian Government, by whom he was appointed, would blame him. To which the Delegate rejoined, "It is not 'un blâme' that I fear for you, but much worse." The President then suggested that an official complaint should be formulated, thus affording an opportunity for reply.

The Delegate's subsequent conduct (as these big words were only followed during the next month by two petty efforts (items 2 and 3) to discredit the President), seems to warrant the conclusion that this interview was simply a vexatious attempt to bully.

Item 2.—*Reading to the Board one of the President's Private Letters.*

Between the 2nd and 15th October, 1889, Dr. Klodzianowski addressed to the President a series of letters asking for explanations on items in the forthcoming Budget. The letters were written on small note paper, couched in terms scarcely official, and the signature was not accompanied (as is usual in official correspondence) by the words, "Le Délégué Sanitaire d'Autriche-Hongrie." The President, therefore, replied likewise on small paper, and wrote his replies with his own hand, instead of directing one of the Secretaries to write them as is the usual custom with all letters intended to be official. Yet at the next meeting of the Board Dr. Klodzianowski read out one of these private letters (afterwards explaining that he thought them official), trying thereby to convict the President of some slight contradiction with a subsequent official utterance.

The vote that followed on the Austrian Delegate's proposal showed clearly what his colleagues thought of his proceeding, only one other Delegate voting with Dr. Klodzianowski.

Item 3.—*Attempt to obtain Official Information through a Subordinate Quarantine Official.*

Ten days later the Austrian Delegate discovers a supposed irregularity on the part of the Quarantine Administration in connection with the French transport "La Sarthe" in May 1884 (five and a-half years past). But instead of as usual asking the President for the facts, Dr. Klodzianowski writes confidentially ("mon cher ami") to the Quarantine Doctor at Suez (27th October, 1889) for a copy of the vessels interrogatory. That officer very properly told Dr. Klodzianowski that the document he needed could be had at Alexandria. Dr. Klodzianowski continues, however, to correspond privately for a fortnight with the subordinate officer—without success however—so towards the end of November he was constrained to write officially to the President, and full information respecting "La Sarthe" was at once supplied to him. It is not desired to impute motives, but a grave breach of official etiquette would appear to have been committed.

Item 4.—*Offensive use of the term "Clandestinité."*

On the 4th February, 1890, the British Delegate asked the Board, on behalf of an English Compamy, that passengers might embark at Ismaïlia on vessels in quarantine instead of at Suez. The Delegate for Greece (recently appointed) inquired whether passengers did embark on such vessels at Suez. The President replied in the affirmative, and the Austrian Delegate himself, during the discussion, made use of the following words:—"Le Règlement défend aux navires toute opération dans le parcours du Canal afin d'éviter toute communication avec la terre; elles ont lieu seulement aux deux extrémités du Canal, c'est-à-dire, à Suez et à Port-Saïd."

Notwithstanding all this, Dr. Klodzianonski writes two days later asking whether vessels in quarantine did take passengers at Suez and Port Saïd. An affirmative answer was again given as at the meeting, whereupon Dr. Klodzianowski desired the President, by a letter dated the 7th February, to place on the order of the day for the next meeting the following question:—

"Exposé du Délégué d'Autriche-Hongrie sur la clandestinité des embarquements des voyageurs sur des bateaux destinés à transiter ou ayant transité le Canal Maritime en quarantaine à Suez et Port-Saïd."

The President declined to put the offensive term "clandestinité" on the order of the day; and the Austrian Delegate then endeavoured to explain away the term, and disclaimed any intention to wound. The word "question" was substituted. But to have used "clandestinité" at all after it had been openly admitted at the meeting, and subsequently by letter, that such had always been the practice, shows how far this Delegate's action is dictated by ill-will.

Item 5.—*Written Threats to President of the Board.*

The Quarantine Administration on the 15th March, 1890, moved its head-quarters to new offices. On the 21st March, Dr. Klodzianowski writes desiring the President to



place on the next order of the day the following:—"Considérations de M. le Délégué d'Autriche-Hongrie sur le nouveau local du Conseil." The President, failing to see in what manner the Board, created for quarantine matters, could be asked to take cognizance of "considerations concerning offices," acknowledged the Delegate's letter, and added, "En réponse, j'ai le regret de vous informer que dans ce que vous me demandez je n'entrevois pas une question qui doit être portée officiellement à l'ordre du jour." Dr. Klodzianowski returned the President's official communication, accompanying it with a private letter in which the following passages occur:—

"Dans la lettre ci-jointe que vous avez adressé comme Président du Conseil au Délégué d'Autriche-Hongrie, vous empiétez sur les droits, la liberté de ce Conseil; un fait très grave auquel ne vous donne droit ni le Décret Khédivial à la date de 1881 ni autre document.

"Admettons un moment que vous avez ce droit.

"Par quel moyen avez vous pu juger que la question posée par moi ne se prête pas pour l'ordre du jour? Les termes de cette question sout tellement générales que c'est seulement par intuition qu'on pourrait diviner ce qu'elle contient.

* * * * * *

"Comme votre lettre est compromettante, pouvant faire naître dans ses suites des désagréments pour vous, je vous la rends en la considérant comme non avenue."

The Delegate thus appears to admit that his original question was couched in terms which only allowed "a guess" at his intentions.

But apart from that, the only two possible interpretations of such a letter would seem to be either (1) a friendly warning that if the President's official letter was not withdrawn, action would be taken against him; or (2) an attempt to bully. (That this second interpretation is the true one appears from the sequel.)

The President unhesitatingly accepted the implied challenge. He sent back his official letter, saying he saw no reason to alter his opinion as therein expressed.

Dr. Klodzianowski at once alters his tone, and in the end writes as follows:—

"Je veux être plus précis et vous prier de mettre à l'ordre du jour de la séance prochaine au lieu de la mention première la suivante:—

"'Proposition de M. le Délégué d'Autriche-Hongrie de faire construire un local *ad hoc* pour le Conseil.'"

This proposal being a financial one, and the Board having power to dispose of its funds, the President duly inserted it in the order of the day. At the meeting of the Board at which this question was brought forward, nineteen members were present, yet the Austro-Hungarian Delegate was himself the only Delegate who voted in favour of the proposal.

What becomes then of Dr. Klodzianowski's threats in his private letter? Obviously he feared to bring them forward officially, and they must therefore be considered as an unwarranted attempt to bully the President of the Board.

It is impossible to believe that the Austro-Hungarian Government, once aware of the facts, will allow such a state of things to continue.

(Signed) W. F. MIÉVILLE.

*Alexandria, Egypt, April* 2, 1890.

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No. 102.

*The Marquis of Salisbury to the Earl of Lytton.*

(No. 61. Commercial.)

*Foreign Office, April* 28, 1890.

My Lord,

I HAVE received Mr. Egerton's despatch No. 116, Commercial, of the 24th instant, inclosing a copy of a despatch from Her Majesty's Consul at Bordeaux respecting the case of the steam-ship "Fulford," and asking what the Rules are now in force for the passage of ships in quarantine through the Suez Canal in view of the assertion of the Sanitary Council of the Gironde that British vessels only are permitted to pass through the Suez Canal in quarantine.

In reply, I have to request your Excellency to supply the following information to Mr. Ward.

Article 2 of the "Règlement" observed by the Egyptian Quarantine and Sanitary Board contains the following provision with regard to vessels on board of which cases of cholera have occurred:—

*"Navires Infectés.*

"Tout navire infecté, c'est-à-dire, à bord duquel des accidents certains ou seulement probables de choléra, ont eu lieu pendant la traversée, quelle qu'en ait été la durée, ou bien encore sont constatés à l'arrivée, est soumis à la quarantaine de rigueur.

"Cette quarantaine est de sept jours pleins pour les personnes, à dater de leur isolement au lazaret; dans certains cas exceptionnels, elle peut être portée à dix jours, par décision du Conseil Sanitaire, Maritime, et Quarantenaire."

The course followed in practice, when cases arise, is to take the vote of the members of the Board as to whether the Article in question shall be applied or not, without regard to the nationality of the ship.

The statement of the Sanitary Council of the Gironde that exceptions are only made in the case of English vessels is not supported by facts, and it is sufficient to cite the case of the vessel "Calédonien," of the French Messageries, which, in July of last year, at the urgent request of the French Delegate on the Egyptian Board, was allowed to go through the Canal in quarantine, notwithstanding the fact that two fatal cases of cholera had occurred on board during her passage from Tonquin to Egypt.

With regard to the "Fulford," it appears that the captain and two of her seamen succumbed to cholera at Chittagong about the 7th February last. She arrived at Suez on the 18th March, and the health on board having been good during the voyage, she was permitted, by a majority of votes of the Board, to go through the Canal in quarantine on the understanding that she would proceed direct to the British port of Falmouth.

This, it is understood, was done, though she did not clear at that port or obtain a fresh bill of health, partly on account of the delay which would thereby have been occasioned, and partly because her captain seemed to have been under the impression that those he already possessed were sufficient, and he also states that had he had an English bill of health it would have been useless to him so far as obtaining pratique at Bordeaux was concerned.

You will also be good enough to state to Mr. Ward that I concur in the opinion expressed by him that the French authorities acted within their rights in placing the vessel in quarantine, and the case is not one in which Her Majesty's Government would be justified in making any representation to that of France. At the same time, Mr. Ward might inform the Sanitary Council, if he thinks it expedient to do so, that they are incorrect in assuming that the privilege of transiting the Suez Canal in quarantine is restricted to British vessels.

I am, &c.
(Signed) SALISBURY.

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No. 103.

*The Marquis of Salisbury to Sir C. Cookson.*

(Commercial.)
(Telegraphic.) *Foreign Office, April* 28, 1890.

YOUR telegram of 16th.
"Fulford" went to Falmouth first.
Details by post.

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No. 104.

*Foreign Office to Sir C. Cookson.*

(A.)
(No. 4. Commercial.)
Sir, *Foreign Office, April* 28, 1890.

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your despatches No. 4, Commercial, of the 27th March, and No. 5, Commercial, of the 17th April, respecting the circumstances under which the steam-ship "Fulford" was permitted to pass the Suez Canal in quarantine, instead of being made to undergo the regulation quarantine of seven days at Tor provided for vessels which have had cholera cases on board.



Upon receipt of your telegram of the 16th instant, from which it appeared that the vessel had proceeded to Bordeaux instead of going direct to Falmouth, Lord Salisbury at once requested the Board of Trade to inquire into the facts of the case.

I am now to inclose, for your information, a copy of their reply,* which contains the Report of the captain and the explanation of the owner. From this it appears that the vessel did proceed direct from Egypt to Falmouth, thereby fulfilling, in one sense, the undertaking given in Egypt.

Owing, however, to her not clearing, or getting bills of health, at Falmouth, she was placed in quarantine at Bordeaux, to which port she subsequently proceeded, as will be gathered from the inclosed correspondence.

A telegram has been this day sent to you informing you that the vessel did go to Falmouth, in case you, or Dr. Mackie, might require to know the fact without delay.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 105.

*Foreign Office to Sir C. Cookson.*

(B.)
(No. 5. Commercial.)
*Foreign Office, April* 28, 1890.
Sir,

WITH reference to my preceding despatch of this day's date, I am directed by the Marquis of Salisbury to transmit herewith, for your information, copies of correspondence, marked in the margin,† respecting the case of the "Fulford" and the transit of the Suez Canal in quarantine.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 106.

*Sir E. Baring to the Marquis of Salisbury.—(Received May* 5.)

(No. 11. Commercial.)
*Cairo, April* 25, 1890.
My Lord,

THE Austrian Consul-General called upon me a day or two ago and showed me a despatch from which it appeared that the Austrian Government are anxious to raise the whole subject of the Quarantine Regulations at present in force in Egypt, and especially the question of the constitution of the Quarantine Board at Alexandria.

I told M. de Rosty that I was unable to discuss the matter with him as I had no instructions to that effect from home, and I added that, if the Austrian Government were desirous of initiating any negotiations with reference to this subject, the best plan would be for them to instruct their Ambassador in London to address your Lordship on the matter. At the same time, I did not disguise from M. de Rosty my private opinion that Her Majesty's Government would consider the present moment inopportune for the raising of any such question.

With reference to my despatch No. 10, Confidential, of the 19th instant, in which I brought to your Lordship's notice certain proceedings of Dr. Klodzianowski, the Austrian Delegate on the Quarantine Board, I may mention that M. de Rosty informed me that he had been instructed by his Government to use his influence with that gentleman to restrain him from manifesting too much zeal in the performance of his official duties, and from going outside the proper sphere of those duties. I cannot say that these instructions appear to me satisfactory. The Austrian Representative has very little authority over his fellow-countryman on the Quarantine Board, who, as I have already had the honour to inform your Lordship, receives his instructions direct from Vienna, and whose action is almost invariably approved by the Home authorities. I venture to express hope that the Austrian Government will be persuaded to take more active steps in the matter.

I have, &c.
(Signed) E. BARING.

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* No. 98. † Nos. 97 and 102.

## No. 107.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 17. Commercial.)

*Foreign Office, May* 10, 1890.

Sir,

I APPROVE your language to the Austro-Hungarian Consul-General, as reported in your despatch No. 11, Commercial, of the 25th ultimo, respecting the reported desire of his Government to raise questions connected with the Quarantine egulations in Egypt, and with the composition of the Quarantine Board.

I am, &c.

(Signed) SALISBURY.

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## No. 108.

*The Marquis of Salisbury to Sir A. Paget.*

(No. 21. Commercial.)

*Foreign Office, May* 12, 1890.

Sir,

WITH reference to Mr. Phipps' despatch No. 34, Commercial, of the 16th ultimo, I inclose, for your Excellency's information, copies of correspondence, as marked in the margin,* respecting the action of the Austro-Hungarian Government in the matter of the Quarantine Regulations and the Quarantine Board of Egypt. I leave to your Excellency's discretion whether or not to take any action on the information contained in those papers.

I have to add that Sir E. Baring's language, as reported in his despatch No. 11, Commercial, of the 25th ultimo, meets with my approval.

I am, &c.

(Signed) SALISBURY.

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## No. 109.

*The Marquis of Salisbury to Sir A. Paget.*

(No. 22. Commercial.)

*Foreign Office, May* 15, 1890.

Sir,

IN the course of conversation yesterday with Count Deym, his Excellency referred to the circumstance of a British vessel, on board of which cases of cholera had occurred at Chittagong, being allowed to pass through the Suez Canal in quarantine instead of being subjected to the "quarantaine de rigueur" of seven days provided by the "Règlement" for such cases. His Excellency went on to observe that the exemption was granted on the condition of the vessel proceeding direct to Falmouth, but that, on reaching that port (which she did not enter) she received orders to proceed to Bordeaux, where she was placed in quarantine by the French authorities. I promised his Excellency that I would inquire into the precise facts of the case, and let him have a Memorandum embodying them, and I inclose, for your information, a copy of the paper in question.

Count Deym then inquired if Her Majesty's Government were disposed to enter into negotiations for reorganizing the Egyptian Quarantine Board. To this I replied that any concurrence of ours depended on the Powers consenting to let ships bound for British ports pass through the Suez Canal in quarantine. Great Britain claimed to be herself the best judge of the sanitary precautions necessary for her own welfare; but Her Majesty's Government had no desire to oppose restrictions deemed necessary for ships that were bound to European ports other than those of this country.

I am, &c.

(Signed) SALISBURY.

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* Nos. 90, 101, and 106.



## No. 110.

*Memorandum on Case of Vessel allowed to pass through the Suez Canal in Quarantine referred to by Count Deym on May* 14.

THE case referred to by his Excellency is doubtless that of the steam-ship "Fulford," and the facts as reported to Her Majesty's Government are as follows:—

The captain and two of the seamen of this vessel succumbed to cholera at Chittagong about the 7th February last, after which, according to the statement of her commanding officer, she was disinfected by the local Sanitary authorities. She then left, and after touching at Akyab and Point de Galle, where she was supplied with clean bills of health, arrived at Suez on the 18th March.

Thereupon the British Delegate to the Maritime and Quarantine Board at Alexandria represented to the President of the Board that, in view of thirty-seven days having elapsed since the last case of cholera, in view of her having undergone disinfection, and in view of the satisfactory sanitary condition of the vessel, she might be allowed to pass through the Canal in quarantine (on the understanding that she would proceed direct to the British port of Falmouth) instead of undergoing seven days quarantine at Tor, as provided in the "Règlement."

It is proper here to observe that the application or otherwise of the strict letter of the "Règlement" rests with the Board themselves, whose views are expressed by means of a vote.

The privilege of being relieved from the full period of "Règlement" quarantine is not confined to British vessels, but has been extended to vessels of other nationalities according to the course determined by the votes of the members of the Board. In the case of the "Fulford," the majority voted in favour of her being allowed to pass the Canal in quarantine, and she was accordingly permitted to do so.

The "Fulford" duly proceeded to Falmouth. She did not, however, clear or obtain fresh papers at that port, but received orders to discharge at Bordeaux. This course was no doubt not that which was expected would be followed when the vessel was allowed to pass the Canal in quarantine; but it appears to have been the result of a misapprehension on the part of the owners or the master. On arrival at Bordeaux the "Fulford" was subjected by the French Sanitary authorities to such measures of precaution as they deemed to be necessary. No representation in this matter has been made by the French Government.

*Foreign Office, May* 15, 1890.

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## No. 111.

*Sir C. Cookson to the Marquis of Salisbury.—(Received May* 19.)

(No. 7. Commercial.)

*Alexandria, May* 3, 1890.

My Lord,

I HAVE the honour to transmit a copy of a despatch, dated the 28th April, from Dr. Mackie, inclosing a letter to the President from the Ottoman Delegate, Dr. Duca, on the financial position of the Alexandria Quarantine Board. It is proposed to lay it before the meeting of the 6th instant.

To meet the deficit on the Budget for 1890, of £ E. 2,382, the Ottoman Delegate proposes two measures: (1) To increase the tax on vessels passing the Canal in quarantine; (2) To abolish the exemption from sanitary dues now enjoyed by postal steamers, and as an administrative reform; (3) He proposes that the fees now taken by the officers for night service should be paid direct into the chest of the Board.

Dr. Mackie thinks that a considerable proportion of the Delegates are in favour of proposal No. 2, and that it is not unfair in principle. The gain to the Board is estimated by the Turkish Delegate at over £ E. 1,500 a-year. As to proposal No. 1 Dr. Mackie is not in favour of putting fresh dues on shipping as long as so large a sum as more than £ E. 23,000 figures to the credit side of the Board's Budget. On this point I have the honour to refer to my despatch No. 26 of the 18th November, 1889, where it is mentioned that the same question was at that time raised by the Austrian Delegate. Unfortunately, the result of this year's experience has been to disprove the truth of the calculation of the excess of receipts over expenditure which was then anticipated in the ensuing year; and it is clear that some decision must now be come to

as to the true light in which this reserve fund is to be regarded; whether it is gradually to be spent in meeting annual deficits, or whether it is to be maintained wholly or in part to meet extraordinary expenditure.

Proposal No. 3, as Dr. Mackie observes, is a mere matter of internal administration, as to which the Board has a right to decide for itself.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 111.

*Dr. Mackie to Sir C. Cookson.*

*Alexandria, April* 28, 1890.

Sir,

I HAVE the honour to forward herewith copy of an "exposé" of the Ottoman Delegate at the Quarantine Board of his opinions on the state of the Budget of the Administration, as well as some propositions to increase the receipts to be laid before the Board at its meeting on Tuesday, the 6th May.

Proposition No. 1 is a question more of internal administration than of general interest.

Proposition No. 2 to increase the tax to meet actual expenses on vessels passing the Canal in quarantine; and

Proposition No. 3, to submit all postal steamers to payment of sanitary dues are questions on which I shall be glad to have your opinion and instructions. Postal steamers, as I have mentioned in a recent Report, have always enjoyed the privilege in Egypt of exemption from payment of sanitary dues, and some lines have claimed and been allowed it whose claim to be considered regular postal steamers has been considered doubtful.

I am informed that a considerable number of Delegates are ready to vote for the imposition of the dues on postal steamers on the ground of justice, and that they always have precedence of other vessels in receiving the services of the Sanitary Agent to prevent delay. The amount chargeable on each vessel would be but small, probably not much over 1*l.*

The desire of the Delegates seems to me to be to make the entire receipts every year balance the entire expenditure, and last year there has been a slight excess of expenditure, including expenditure for amelioration, &c., over the actual receipts, but to meet this the Administration has still a considerable fund from surplus in former years to its credit in the bank—speaking from memory I think about 23,000*l.*—divided into a fund for ameliorations and a reserve fund.

I recognize the justice of taxing postal steamers as well as merchant vessels, seeing that the postal steamers are always favoured, but I do not recognize the justice of imposing large taxes on commerce while the Administration has such a sum standing to its credit. If the proposition is carried I hope there will be an opportunity soon, if the finances remain in good state, to endeavour to lighten some other dues, such as the dues on susceptible cargo passing through the canal in quarantine which are at present rather heavy.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 111.

*Dr. Duca to Mr. Miéville.*

*Alexandrie, le* 17 *Avril*, 1890.

M. le Président,

L'ÉTAT des finances de notre Administration ayant attiré depuis quelque temps l'attention du Conseil, je viens vous exposer mes appréciations sur cette question.

Après l'abolition provisoire de la taxe sur la désinfection des marchandises, nous avons constaté dans le bilan de l'Exercice de l'année 1889 un déficit de £ E 1,817 et dans le Budget pour l'année 1890 présenté par la Commission Financière, un nouveau déficit de £ E. 2,382, malgré toute votre bonne volonté.

C'est donc au Conseil qu'incombe le devoir de chercher, soit par des économies, soit par des nouvelles taxes, à accroître les ressources de l'Administration pour être en mesure de combler le déficit.



Pour mieux faire ressortir la nécessité absolue et l'urgence des économies et des nouvelles taxes à instituer, je vous citerai le montant des recettes pendant les quatre dernières années, provenant de deux chefs principaux qui sont:

1. Droits de patente, visa, et interrogatoire sur la grande navigation;
2. Droits sur les bestiaux en quarantaine:—

| | £ E. |
|---|---|
| Pendant l'année 1886 nous avons encaissé pour droits de patente, visa, et interrogatoire .. .. .. .. .. .. .. | 4,784 |
| En 1887 nous avons encaissé .. .. .. .. .. .. | 4,748 |
| En 1888 " " .. .. .. .. .. .. | 5,387 |
| En 1889 " " .. .. .. .. .. .. | 5,195 |
| Les droits sur les bestiaux en quarantaine montaient— | |
| En 1886 .. .. .. .. .. .. .. .. | 7,330 |
| En 1887 .. .. .. .. .. .. .. .. | 6,715 |
| En 1888 .. .. .. .. .. .. .. .. | 6,097 |
| En 1889 .. .. .. .. .. .. .. .. | 6,967 |

Si vous jetez un coup d'œil sur les recettes provenant des droits de patente, visa, et interrogatoire, vous constaterez une légère amélioration, presque insensible, mais non équivalente à l'importance qu'a acquis le mouvement maritime du Canal de Suez.

En cherchant la cause, j'ai trouvé que cela dépend des dispositions qu'ont prises les diverses Compagnies de Navigation dans la construction de leurs navires.

Dans le temps un grand nombre de navires à faible tonnage—de 1,000 à 1,500 tonneaux—traversait le Canal de Suez, aujourd'hui, au fur et à mesure que ce matériel est écarté, il est remplacé presque par le même nombre de navires, mais d'un gros tonnage: 2,500, 3,000, et plus.

Donc le nombre des navires reste presque stationnaire, tandis que le tonnage augmente dans de grandes proportions.

Les droits de patente, visa, et interrogatoire sur la grande navigation, étant en raison direct du nombre des navires, et non du tonnage, puisque notre échelle sur le tonnage va jusqu'à 1,000 tonneaux, il résulte que les recettes provenant de ce chef restent toujours stationnaires, où bien présentent une légère oscillation; par conséquent, il n'y a aucune amélioration à attendre de ce côté.

Je ne puis en dire autant pour les recettes provenant des droits sur les bestiaux en quarantaine.

Ici la diminution progressive de nos recettes est évidente; la différence en moins entre l'année 1886 et 1889 est de £ E. 2,363. Vous en connaissez les motifs: pas d'épizootie, pas d'importation importante. En outre, d'après les Rapports des Moudirs des provinces sur les bestiaux il résulte que le nombre du bétail indigène augmente considérablement, presque de 30 pour cent, ce qui fera diminuer davantage l'importation.

Bref, il ne faut pas se nourrir d'illusions avec nos ressources actuelles, nous ne pourrons jamais faire face à nos dépenses.

Après ce rapide exposé sur nos recettes j'aborde la question des économies et des nouvelles taxes.

1. Le Conseil, dans sa séance du 7 Décembre, 1886, sur votre proposition, a décidé d'accorder la libre pratique aux navires pendant la nuit, à tous ceux qui en font la demande moyennant une taxe de £ E. 1 pour le port de Suez, et de P. T. 40 pour celui de Port-Saïd, somme qui devait être partagée entre les employés des susdits offices.

Tout d'abord, permettez-moi, M. le Président, de vous dire, que je ne trouve pas correct pour une Administration ce procédé de partage direct entre les employés; ensuite ce service qui, en 1887, n'avait presque pas d'importance, et devenu aujourd'hui, et deviendra encore très important, grâce aux facilités que la Compagnie du Canal fait à la navigation. En 1887, 935 navires ont été arraisonnés de nuit à Port-Saïd et Suez, tandis qu'en 1889 leur nombre s'est élevé à 1796, presque le double, et la somme encaissée et partagée entre les employés de Port-Saïd et Suez, pendant l'année 1889, a été de £ E. 996.

Sur cette question je serai donc plus catégorique que ne l'a été M. l'Inspecteur-Général, qui, en parlant dans son Rapport des recettes provenant de ce chef, finit par dire: "Il y aurait peut-être lieu de prélever pour être versé à la Caisse du Conseil un *quantum* sur le montant des sommes payées par les navires pour ce genre de service et attribuées en entier jusqu'ici aux employés Sanitaires, je dirai qu'il est temps que cet état anormal de choses cesse, et que les sommes payées pour les navires pour la pratique de nuit, soient versées à la Caisse, et au profit de l'Administration.

Le Conseil jugera après s'il y a lieu d'accorder une indemnité aux employés pour ce surcroît de travail.

2. Dans la même séance (7 Décembre, 1886) le Conseil a accepté vos propositions suivantes :—

(1.) Désigner deux employés à Port-Saïd et deux à Suez ; deux de ces employés, un chef et un second, accompagneront chaque navire transitant le Canal en quarantaine, en dehors des gardiens usuels.

(2.) De fixer un traitement mensuel de £ E. 15 aux chefs de ces employés, et £ E. 10 aux seconds. En dehors de leurs appointements les employés recevraient chacun 100 piastres pour chaque navire qu'ils accompagneront.

Au sujet de ce nouveau service, vous avez dit que les frais s'élèveront par an de £ E. 800 à £ E. 1,000, suivant le nombre de navires qui devront transiter le Canal.

Ici, M. le Président, il y a une lacune qu'il serait nécessaire de combler.

En 1885, une Commission composée de quatre Délégués des Puissances et de M. l'Inspecteur-Général, avait été chargée par le Conseil d'étudier, entre autres questions, celle de la surveillance sanitaire sur le parcours du Canal ; or, dans son Rapport en date du 17 Avril, 1885, la Commission, tout en appelant la plus sérieuse attention du Conseil sur la nécessité de créer un corps spécial de Gardiens Sanitaires, dignes de confiance, avait émis aussi l'avis que les dépenses résultant de ce nouveau service pourraient être couvertes—

(i.) Par une taxe proportionnelle au tonnage, imposée aux bateaux transitant en quarantaine.

(ii.) Par le produit qui résulterait de la suppression de l'exemption de taxe, dont jouissent les bâteaux-poste qui part d'Alexandrie à destination d'Europe.

(iii.) En cas d'insuffisance des deux premiers moyens, par une augmentation du Tarif, strictement égale à la somme nécessaire pour combler le déficit.

Cette Commission donc avait intimement lié ces deux questions (organisation de la surveillance sanitaire sur le parcours du Canal et le recouvrement des dépenses résultant de ce service).

En 1886, le Conseil accepte la première partie (nomination du personnel de la surveillance) mais il ne fait aucune mention sur le recouvrement des dépenses : probablement l'état florissant des recettes d'alors permettait cette générosité de notre part : aujourd'hui elle ne nous est plus permise.

M. l'Inspecteur-Général nous dit (voir Rapport No. 59) que pendant l'année 1889 pour faire transiter en quarantaine quarante-huit navires nous avons dépensé £ E. 268 ; si nous ajoutons à ce chiffre les appointements des trois employés de ce service, £ E. 540, nous avons un total de £ E. 808.

A mon avis, il n'est pas juste de faire des facilités à la navigation au détriment de nos finances ; d'autant plus que les Compagnies trouvent leur intérêt à faire transiter leurs navires en quarantaine ; je suis donc d'opinion de faire payer une taxe aux navires de cette catégorie (je suis heureux de constater que M. l'Inspecteur-Général émet le même avis dans son Rapport).

3. La question du privilège dont jouissent les bateaux-poste, privilège qui les exonère de toute taxe sanitaire, a été maintes fois soulevée au sein du Conseil, si je ne me trompe pas, c'est depuis 1881.

J'ai peu de choses à dire sur cette question, M. l'Inspecteur-Général l'ayant traitée à fond dans son Rapport ; seulement, ce qui m'étonne c'est de voir que précisément cette catégorie de navires qui donne tant à faire à nos offices, qui est subventionnée par leurs Gouvernements respectifs, qui nous fait subir des dépenses énormes pour l'entretien d'une chaloupe à Suez (plus de £ E. 850 par an), et qui jouissent aussi du privilège d'être arraisonnés les premiers, même s'ils arrivent après un navire commercial, lequel sans jouir d'aucun avantage, est tenu d'acquitter toute sorte de droits sanitaires, justement je répète cette catégorie des navires est exempte de toute taxe sanitaire ! c'est une injustice criarde !

Si au contraire cette catégorie de navires avait été sujette à la taxe, nous aurions encaissé pendant l'année 1889 £ E. 1,560 (approximativement), somme non indifférente dans les circonstances actuelles, où nos finances sont en détresse.

Je termine en vous priant, M. le Président, de vouloir bien communiquer copie de cet exposé à mes collègues, et de porter à l'ordre du jour de la prochaine séance les propositions suivantes :—

1. Que le montant des sommes payées par les navires pour la libre pratique de nuit soit versé à partir du 1er Juin, 1890, à la Caisse et au profit de l'Administration.

2. Tout navire transitant le Canal en quarantaine soit tenu à payer une taxe de £ E. 5 (avec réserve, que cette taxe soit augmentée plus tard si les circonstances l'exigent).



3. D'abolir le privilège dont jouissent les bateaux-poste, et les soumettre au paiement de tous les droits sanitaires.

Veuillez, &c.
Le Délégué Sanitaire Ottoman,
(Signé) DR. DUCA.

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No. 112.

*Sir C. Cookson to the Marquis of Salisbury.—(Received May 19.)*

(No. 8. Commercial.)

*Alexandria, May* 10, 1890.

My Lord,

WITH reference to my despatch No. 7 of the 3rd instant, I have the honour to transmit a Report by Dr. Mackie dated the 9th instant, of the proceedings at the meeting of the Quarantine Sanitary Board held on the 6th instant, at which the financial position of the Board was discussed, as I had anticipated. The result was that the discussion of the two proposals of additional dues on ships passing through the Canal in quarantine, and on postal steamers, which were made by the Turkish Delegate to meet the deficit was postponed, until a Financial Committee, of which the Delegate for Holland, whose detailed charges are annexed to Dr. Mackie's Report, is a member, has reported on the economical reforms which it may be possible to make. The meeting adopted the third proposal that the extra fees paid for night service at Port Saïd and Suez be henceforward paid directly into the Chest of the Board.

Dr. Mackie expresses his regret, which I entirely share, that this discussion on the Budget and the necessity for a more economical administration of the finances of the Board should have taken place in the absence of the President, Mr. Miéville, who is chiefly responsible for both.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 112.

*Dr. Mackie to Sir C. Cookson.*

*Alexandria, May* 9, 1890.

Sir,

I HAVE the honour to report that a meeting of the Maritime and Quarantine Sanitary Board was held on Tuesday the 6th instant.

In the absence of Mr. Miéville, who had left for Europe, the Inspector-General, Dr. Ardouin Bey, presided.

The chief questions on the order of the day were criticisms by various Delegates on the state of the Budget, extravagance in the expenditure, and propositions by them for retrenchments and economies to improve the financial position of the Administration without, if possible, imposing further taxes on commerce.

The Delegate for Holland came first with a lengthy exposure of what he considers extravagances in the Administration and a long list of economies on an extensive scale which he proposes, a copy of which I inclose. The Inspector-General proposed that the subject should not be discussed at this meeting, as he required time to make inquiries and to prepare an answer, and it was finally decided to name a Committee composed of the Delegates of Holland and Turkey who had brought forward the subject, and the Committee of Finance to study the matter and report at an extraordinary meeting to be held for the occasion at an early date. The only proposition voted on this occasion was that the gratification allowed to the staff at Suez and Port Saïd for night-work should no longer be paid over to them, but be paid into the general "cash" of the Administration, the Board to decide afterwards on its disposal.

This gratification was allowed to the staff some time ago on account of the increasing amount of night-work to be done, but some of the Delegates think, and probably when the matter is studied they may be supported by the Board, that the amount of night-work specially taxed now produces such a large sum that the employés are extravagantly remunerated. The number of vessels entering and leaving the Canal at night has lately greatly increased by the employment of the electric light. There is no doubt that the offices of Suez and Port Saïd are the two hardest worked offices in the

Administration, and this was recognized by the Board at the time the gratification for night service was allowed.

If the deficiency in the receipts of the Administration caused chiefly by the abolition of dues on unsusceptible merchandize can be made up by just economies instead of new taxes, it will be a thing much to be desired, as I consider that commerce is already in most cases heavily taxed to keep up an expensive Administration. The Delegate for Turkey who had proposed, as I have already reported, to increase the receipts by a further tax on vessels passing the Canal in quarantine and by exacting sanitary dues from postal steamers, withdrew these two propositions for this meeting until the subject of economies has been discussed, but will bring them forward again in case the economies which can be justly realized are not sufficient to enable the expenditure to be met by the receipts.

The British Delegate had a proposition on the order of the day to postpone the study of economies and the imposition of taxes on postal steamers till the presentation of next Budget.

As the imposition of taxes on postal steamers was not proposed at this meeting, that latter part of the British Delegate's proposition was withdrawn and the Board decided to proceed with the inquiry as to possible economies.

It is very much to be regretted that Mr. Miéville should have been obliged to absent himself just as important questions budgetary and quarantine are coming up for discussion and decision, as it seems to me that a good deal of feeling is again being shown against the Administration which ought to have been met. If, however, the inquiry into the financial administration is conducted on the lines of just criticism, the Delegates are acting within their right, and the result may be beneficial.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 112.

*Dr. Demech to the Members of the Quarantine Board.*

Messieurs,

TOUT en faisant hommage au Rapport de M. l'Inspecteur-Général j'aurais voulu pourtant qu'au lieu de nous proposer de nouvelles taxes sur la navigation, il nous eût présenté un complet projet d'économies, d'autant plus que cette mesure est devenue de grande urgence, non seulement par rapport à l'état financier du Conseil, mais aussi pour mettre terme à une prodigalité que nous rencontrons presque partout dans le Service Quarantenaire. Nous trouvons cette prodigalité dans le nombre des employés et leurs appointements, dans les subventions injustifiables, dans l'abandon, sous un prétexte quelconque, des sommes énormes aux employés déjà très largement payés, et enfin nous la trouvons dans des dépenses excessives et non nécessaires. Mais afin d'éviter à l'heure qu'il est toute complication, je me bornerai à présent à discuter les économies qui, selon moi, pourront s'effectuer immédiatement et sans nuire aucunement au Service.

Ainsi pour commencer avec les postes à supprimer, je trouve qu'outre celui d'Ismaïlia, indiqué par l'Inspecteur-Général, il y en aurait d'autres à supprimer. Le service de Tor, *e.g.*, depuis que l'on permet aux navires infectés de transiter le Canal en quarantaine, est devenu presque nul—et pourtant nous entretenons pour ce service un personnel permanent coûtant £ E. 79 par mois en appointements seuls—personnel qui pour la plupart passe son temps à Suez et dont le service n'est requis qu'à l'époque du retour des pèlerins—ne durant que quelques semaines—et à cette occasion nous sommes obligés d'y ajouter un personnel supplémentaire et provisoire qui coûte £ E. 163 par mois, faisant un total en moyenne et *grosso modo* d'environ £ E. 1,300 par an! Et pour comble, le médecin préposé et qui est indispensable ne réunit pas les qualités voulues par le Règlement, de sorte que quand ses services sont réclamés d'urgence, nous sommes obligés de faire de grands frais pour envoyer dans le campement en question un docteur en médecine.

Les employés de Suez reçoivent un traitement mensuel de £ E. 36, £ E. 22, £ E. 21, et £ E. 14 respectivement. Cela n'est pas mal, n'est-ce pas, Messieurs? Mais ils ont encore, par-dessus le marché, domicile gratis, de l'eau gratis, et même l'éclairage gratis; et comme si tout cela ne suffisait pas, nous leur accordons (sous le prétexte d'une cherté de vivres qui n'existe pas) une subvention de £ E. 4 par mois chacun! C'est à ces messieurs et à ceux de Port-Saïd (qui reçoivent à peu près le même traitement moins la subvention de £ E. 4 par mois), c'est à ces messieurs, dis-je, que nous avons jusqu'ici abandonné



toutes les recettes provenant du service de nuit, s'élevant l'année dernière à la belle somme de £ E. 1,000, qu'ils se sont partagés entre eux. M. l'Inspecteur-Général croit qu'un *quantum* de ces £ E. 1,000 pourrait être versé dans la Caisse du Conseil, mais je me demande et pourquoi pas le tout? Ces mêmes employés de Suez et Port-Saïd sont largement payés et certainement ils ne sont pas surchargés de besogne et pourront bien se passer d'extravagance de notre part.

Les officiers Sanitaires qui accompagnent les navires transitant le Canal en quarantaine outre leurs appointements de £ E. 10 à £ E. 15 par mois, reçoivent P. T. 100 pour chaque navire qu'ils accompagnent. Mais puisque nous payons aussi leurs frais de séjour au lazaret flottant, leurs frais de voyage de retour jusqu'à domicile, frais qui se montent à P. T. 280 chacun pour chaque voyage, rendant ce service excessivement coûteux, soit £ E. 1,000 par an, pourquoi donc leur accordons-nous les P. T. 100?

La chaloupe à vapeur de Suez nous coûte à peu près £ E. 1,000 par an sans tenir compte des intérêts du capital et de son dépérissement. Cette somme est exorbitante et les renseignements que j'ai recueillis à ce sujet ne sont pas du tout conformes à ceux qu'a recuellis M. le Dr. Ardouin. Mes renseignements ont été fournis par des messieurs qui possèdent des chaloupes à vapeur, faisant un service bien plus lourd, et ne coûtant que la moitié de ce que nous coûte la nôtre. Ces chaloupes sont de service nuit et jour et toujours occupées à remorquer des chalands avec 400 tonnes à 500 tonnes de charbon, ce qui cause beaucoup de dégâts aux chaloupes. Ces chaloupes ont toutes double équipage (un pour la nuit et un autre pour le jour). La Port-Saïd et Suez Coal Compagnie, Bazin et Cie., Wils et Cie., Carrara and Sons ont des chaloupes avec équipage mixte, c'est-à-dire le capitaine et le chef mécanicien sont des Européens, le reste, des indigènes, payent pour les réparations courantes à la machine et au bateau, charbon, gages de l'équipage double, &c., 500*l.* par an. Les chaloupes de MM. Worms, Josse, et Cie., dont l'équipage double se compose entièrement d'Européens, coûtent 600*l.* par an. Il y a même plusieurs chaloupes dans le Port d'Alexandrie dont les frais annuels n'excèdent pas 150*l.* à 200*l* par an. MM. Bazin et Cie., qui ont pour le service des docks à Port Saïd quelques chaloupes avec équipage indigène, estiment les frais à 400*l.* par an. La nôtre, qui n'a qu'un seul équipage composé entièrement d'indigènes, ne faisant que le service de jour, ne devrait pas coûter plus de 400*l.* per an.

Dans le Port d'Alexandrie, où avec une barque ordinaire l'on peut en cinq minutes traverser d'une extrémité à l'autre, nous entretenons une autre chaloupe à vapeur, laquelle, à en juger d'après celle de Suez, doit nous coûter asser cher. C'est un luxe que nos moyens ne nous justifient point, que même la police du port ni la capitainerie ne se permettent.

En conclusion, Messieurs, le Dr. Duca ayant renvoyé ses propositions Nos. 2 et 3, il ne me reste qu'à vous proposer de voter suivant la proposition du Dr. Duca avec l'amendement:

1. Que les recettes provenant du service de nuit soient, à partir du 1er Mai courant, versées en entier dans la Caisse du Conseil.
2. Que la subvention de £ E. 4 par mois accordée aux employés de Suez soit supprimée à partir du 1er de ce mois.
3. Ainsi que la gratification de P T. 100, accordée aux officiers Sanitaires qui accompagnent les navires transitant le Canal en quarantaine, soit, à partir du 1er Mai courant, abolie.
4. De supprimer le plus tôt possible le poste de Chef d'Agence Sanitaire d'Ismaïlia et de charger le Médecin Vétérinaire de ce service, comme l'a proposé le Dr. Ardouin.
5. De supprimer les postes du chef commis et du chef commis Arabe à la station de Tor, en laissant le Directeur, magasinier, trois gardiens, et deux marins en permanance.
6. Supprimer la chaloupe à vapeur à Alexandrie.
7. Réduire les frais de la chaloupe à vapeur à Suez à un maximum de £ E. 400 par an.
8. Nommer une Commission Spéciale composée de deux Délégués Consulaires et l'Inspecteur-Général pour étudier outre les économies soumises au vote aujourd'hui, les moyens de réduire dans les limites du possible les dépenses du Conseil sans nuire au service.

Bref, en vous soumettant, Messieurs, les propositions qui précèdent, je ne suis animé que par la conviction qu'il est de notre devoir d'épargner au commerce toute charge superflue, et que nous ne sommes pas jutifiés ni en équité ni en droit à percevoir des taxes tout bonnement pour les gaspiller.

Le Délégué des Pays-Bas,
(Signé) PH. DEMECH, M.D.

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## No. 113.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 19. Commercial.)

*Foreign Office, May* 20, 1890.

Sir,

WITH reference to your despatch No. 11, Commercial, of the 25th ultimo, respecting a desire evinced by Austria for reforming the Egyptian Quarantine and Sanitary Board at Alexandria, I transmit herewith, for your information, a copy of a despatch which I have addressed to Her Majesty's Ambassador at Vienna recording an interview with the Austrian Ambassador at this Court on the subject in question, which his Excellency introduced by referring to the case of the "Fulford," which was allowed to pass through the Canal in quarantine.*

As the latter case has formed the subject of correspondence between this Office and Her Majesty's Consul and Judge at Alexandria, you will no doubt afford Sir Charles Cookson an opportunity of perusing the present despatch and its inclosure.

I am, &c.

(Signed) SALISBURY.

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## No. 114.

*Sir C. Cookson to the Marquis of Salisbury.—(Received May* 22.)

(No. 9. Commercial.)

*Alexandria, May* 12, 1890.

My Lord,

I HAVE the honour to acknowledge receipt of Sir J. Fergusson's despatches Nos. 4 and 5 of the 28th ultimo, inclosing correspondence relative to the case of the steamship "Fulford," which formed the subject of my telegram of the 16th April, which was as follows:—

"My despatch No. 4: *Re* 'Fulford.'

"Reuter's telegram reports that this steamer now at Bordeaux, captain having reported at Suez that her destination was United Kingdom; this will probably give rise here to serious complaint on part European Delegates of Sanitary Board. Strict inquiry is therefore desirable. Despatch by next mail." As well as of the Report of Dr. Mackie transmitted in my despatch No. 5, Commercial of the 17th April.

I have shown this correspondence to Dr. Mackie, who will report on it when the subject has again come before the Board as it will very shortly. In the meantime, the opinion respecting the possible consequences of this vessel having gone to a French port without having obtained a clean bill of health, which he expressed in his Report transmitted to your Lordship in my despatch No. 5 of the 17th April, is now confirmed by his Report (of which copy is herewith inclosed) of what took place at the meeting of the 6th instant. At this meeting the French Delegate presented to the Board a letter (of which copy is inclosed in Dr. Mackie's Report) assigning reasons why the steam-ship "Fulford" was put into quarantine at Bordeaux; and Dr. Mackie expresses his apprehensions that this case may lead to a withdrawal of the facilities hitherto given to British vessels bound for a British port in passing through the Canal in quarantine when they arrive at Suez after having had cases of cholera on board during the voyage. The French Delegate stated to Dr. Mackie that the steam-ship "Fulford" made several attempts to enter other ports in the Mediterranean, apparently before she called at Falmouth; and, if this is true, I fear it will create an impression on the minds of the Delegates at the Sanitary Board very unfavourable to the more liberal interpretation of the Rules which has lately prevailed there.

I have, &c.

(Signed) CHAS. A. COOKSON.

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* Nos. 109 and 110.



### Inclosure 1 in No. 114.

*Dr. Mackie to Sir C. Cookson.*

*Alexandria, May* 9, 1890.

Sir,

I HAVE the honour to report that a meeting of the Maritime and Quarantine Sanitary Board was held on Tuesday, the 6th instant. In the absence of Mr. Miéville, who had left for Europe, the Inspector-General, Dr. Ardouin Bey, presided.

* * * * *

The Delegate for France presented a communication on the case of the British steamer "Fulford," which was lately put in quarantine in Bordeaux. The reasons given in the communication herewith inclosed for submitting the "Fulford" to reglementary quarantine at Bordeaux were:—

1. That the steamer had been allowed to pass the Canal without having undergone at Tor the Regulation quarantine for passage of the Canal prescribed by the Regulations of the Egyptian Board.

2. That the vessel carried no surgeon nor stove for disinfection.

3. That the vessel in short presented none of the guarantees sufficient to determine the French Sanitary authorities to depart from their Rules of the 22nd February, 1876.

The case of this vessel is a most unfortunate one, and is likely to reopen at the Board the question of passage of the Canal for infected vessels bound even for British ports. The French Sanitary physician announced his intention of not allowing this case to pass without further discussion on the subject of infected vessels being allowed to pass the Canal in quarantine without undergoing previous quarantine at Tor, and will probably put it on the order of the day for next meeting. Should the question be brought forward, I have no doubt the Board will decide to adhere strictly to the Rules that no infected vessel, no matter at what date the cases occurred on board, shall be allowed to enter the Canal without previously undergoing quarantine and disinfection at Tor. It is just probable, I think, that he may propose to make an exception for vessels carrying a surgeon and having a disinfecting apparatus on board. After the meeting the French Sanitary physician showed me cuttings from French newspapers, stating that the "Fulford," after passing the Canal, had attempted to enter other ports in the Mediterranean, amongst which Malta, Ceuta, and Cadiz were mentioned. The British Delegate was asked if he had any information to give with regard to the vessel. He replied that a telegram had been received by Her Majesty's Consul stating that the vessel had gone to Falmouth, and details were promised by post. The French Delegate stated that the vessel had not been received at Falmouth.

I have, &c.

(Signed) J. MACKIE.

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### Inclosure 2 in No. 114.

*M. Girard to Mr. Miéville.*

*Alexandrie, le* 30 *Avril*, 1890.

M. le Président,

EN me référant à ma lettre du 16 de ce mois j'ai l'honneur de vous faire savoir que M. le Consul de France vient de recevoir de M. le Ministre des Affaires Étrangères les renseignements qu'il avait sollicités sur les conditions dans lesquelles le "Fulford" s'est présenté à Bordeaux et sur le traitement qui lui a été appliqué dans ce port.

Il résulte de ces informations qu'aucun nouveau décès cholérique ne s'était produit à bord du navire dont il s'agit depuis son passage à Suez, lorsqu'il est arrivé à Bordeaux. Toutefois le Conseil Sanitaire de la Gironde, consulté sur les dispositions qu'il convenait d'adopter à l'égard du "Fulford," a émis l'avis qu'il y avait lieu de lui imposer la quarantaine la plus longue prévue par le Règlement, c'est-à-dire une quarantaine de sept jours. Cette décision, approuvée par le Directeur de la Santé à Pauillac, a été motivée par cette considération que le "Fulford" n'avait point été aussujetti en Égypte aux mesures inscrites dans les Règlements Sanitaires Égyptiens concernant le transit du Canal de Suez qu'il n'avait à bord ni médecin ni étuve à désinfection; qu'il ne présentait, en un mot, aucun des garanties pouvant déterminer l'Administration Française à se départir des dispositions du Règlement du 22 Février, 1876.

Je vous serai obligé, M. le Président, de vouloir bien porter cet incident à la connaissance du Conseil Sanitaire International dans sa prochaine séance.

Veuillez, &c.

Le Délégué Sanitaire de France,

(Signé) PIERRE GIRARD.

## No. 115.

*Sir A. Paget to the Marquis of Salisbury.—(Received May 22.)*

(No. 48. Commercial. Confidential.)

My Lord, *Vienna, May* 19, 1890.

I HAVE the honour to acknowledge the receipt of your Lordship's Commercial despatch No. 21 of the 12th instant, together with its inclosures, relative to the conduct of the Austro-Hungarian Delegate on the Quarantine Board in Egypt, and to inform your Lordship that I have again spoken confidentially to Baron Pasetti on this subject.

I said that the complaint which I had now to bring before him was not, as on the last occasion, in regard to any matter of principle respecting the Quarantine Regulations, but referred to Dr. Klodzianowski's personal behaviour towards the President of the Board in the transaction of business; and I then read to Baron Pasetti such of the inclosures as were necessary to substantiate the charges, but I did not omit to mention that your Lordship had approved Sir E. Baring having told the Austro-Hungarian Consul-General that if the Austro-Hungarian Government wished for any modification of the existing Quarantine Regulations, the best plan would be for the Austro-Hungarian Ambassador in London to be instructed to bring the matter before your Lordship, but that, in his opinion, Her Majesty's Government would probably consider the present moment inopportune for raising any such question.

Baron Pasetti was evidently vexed at the disclosures which I made to him, but I observed to him that it was quite as disagreeable to me to make these representations as it was to him to receive them. Your Lordship, I added, had indeed left it to my discretion to take any action upon the information contained in these papers, and I therefore took the whole responsibility upon myself in doing so; but I felt that it was a state of things which could not possibly be allowed to continue, and that unless some decided remedial measures were adopted there would some day be such a scandal at the Quarantine Board as would necessitate a serious diplomatic representation. Surely, I said, it was desirable to avoid this. All the other members of the Board worked harmoniously together, and I appealed to Baron Pasetti whether it was not a most unfortunate circumstance that while the Agents of Great Britain and Austria-Hungary were acting together on the most friendly footing elsewhere, there should be an exception to this rule upon the Quarantine Board in Egypt, where the proceedings of the Austro-Hungarian Delegate had every appearance of being dictated by national as well as personal hostility to the Delegate of Great Britain.

Baron Pasetti listened very patiently while I made this statement, and, after some further conversation, his Excellency said that before doing anything else, he must of course verify the charges, and he asked me whether for this purpose I would leave with him Mr. Miéville's Confidential Memorandum to take notes from, though he promised he would make the most discreet use of them; and I consented to this.

Baron Pasetti's intention is to write again confidentially to M. de Rosty, and if this Agent confirms the present reports, further notice will be taken of the matter when, on the approaching cessation of the sittings of the Quarantaine Board, Dr. Klodzianowski returns to Vienna on leave of absence.

I will return Mr. Miéville's Memorandum when I receive it back from Baron Pasetti.

I have, &c.
(Signed) A. PAGET.

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## No. 116.

*Count Deym to the Marquis of Salisbury.—(Received May 22.)*

COUNT DEYM presents his compliments to Lord Salisbury and acknowledges with best thanks the receipt of the Memorandum containing information concerning the case of the vessel "Fulford," which his Lordship has kindly forwarded to him.

*Belgrave Square, May* 19, 1890.

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## No. 117.

*Foreign Office to Sir C. Cookson.*

(No. 6. Commercial.)

Sir, *Foreign Office, May* 23, 1890.

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your despatch No. 8, Commercial, of the 10th instant, reporting that questions connected with the financial position of the Egyptian Quarantine Board have been raised by certain of the members of the Board; in reply, I am to state that Dr. Mackie should use his discretion with regard to proposing that the Report of the Committee which has been appointed to examine these questions should not be considered until the return from leave of the President of the Board.

I am, &c.
(Signed) JAMES FERGUSSON.

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## No. 118.

*Foreign Office to Board of Trade.**

Sir, *Foreign Office, May* 23, 1890.

I AM directed by the Marquis of Salisbury to transmit to you, to be laid before the Board of Trade, the accompanying copy of a despatch, as marked in the margin,† respecting the proposals made at the Egyptian Quarantine Board in order to increase the Board's revenue, which has fallen owing to the abrogation of certain dues on "unsusceptible merchandize."

It is proposed to increase the dues levied on ships passing through the canal in quarantine so as "to meet actual expenses." It appears to the Marquis of Salisbury that nothing in the nature of a "penal" tax should be imposed on the ships in question and that they should not pay for the services rendered to them in this particular at any higher rate than other quarantine services are paid for.

It is also proposed to abolish the exemption from sanitary dues hitherto enjoyed by postal steamers.

It will be perceived from the Table on p. 6 of the accompanying Parliamentary Paper‡ that the amount of French, German, and Dutch tonnage passing through the Suez Canal and enjoying this exemption is far greater in proportion to the total tonnage under those flags which passes through the Canal than is the case with the British tonnage exempted as compared with the total British tonnage. It may be assumed that the same or rather a greater difference exists with regard to the total British and foreign tonnage exempted, or not exempted, as the case may be, in all Egyptian ports. It would appear, therefore, that the proposal would be favourable to British shipping as a whole; and there does not seem to be any reason why the share of the Egyptian Sanitary Service which would, but for the exemption, be paid for by mail-steamers, should continue, as at present, to be paid for by the non-postal steamers frequenting Egyptian ports. The proposal to abolish the exemption enjoyed by mail-steamers would, therefore, appear to be one that may properly be supported as a matter of principle by the British Delegate. It must be remembered, however, that the withdrawal of the privilege would make a slight difference in the sufficiency of the various mail subsidies.

Before addressing instructions to the British Delegate on these questions, Lord Salisbury would be glad to be favoured, at the earliest opportunity, with any observations which the Board may have to offer on them.

A letter similar to my present communication has been addressed to the Post Office.

I am, &c.
(Signed) JAMES FERGUSSON.

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* Also to Post Office. † No. 111. ‡ "Commercial No. 12 (1890)."

No. 119.

*Sir C. Cookson to the Marquis of Salisbury.—(Received May 26.)*

(No. 10. Commercial.)

My Lord, *Alexandria, May* 14, 1890.

WITH reference to my despatch No. 8 of the 10th instant, respecting the discussion of the financial prospects of the Alexandria Quarantine Board, I have now the honour to transmit a Report from Dr. Mackie of the 10th instant, containing a copy of the reply of the Acting President, Dr. Ardouin Bey, to the Memorandum of the Delegate for Holland communicated to your Lordship in that despatch. Dr. Ardouin points out, in the first place, that the responsibility for the number of the staff and their scale of salaries rests with the Board itself, and that it is not the expenditure that has increased during the last two years, but the revenue that has fallen off by the suspension of the tax on merchandize and the diminution in the number of imported animals. To meet the deficit thus caused, and which he thinks cannot be recovered by economies in administration, he proposes either to take away the immunity from sanitary dues enjoyed by postal steamers or to re-establish the tax on merchandize.

Dr. Mackie expresses an opinion that it is to be regretted that proposals for meeting the financial difficulty should not have come from the Administration itself, instead of being left to the initiative of individual members.

I have, &c.

(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 119.

*Dr. Mackie to Sir C. Cookson.*

Sir, *Alexandria, May* 10, 1890.

IN continuation of my Report of yesterday's date, communicating the result of a meeting of the Quarantine Board held on Tuesday the 6th instant, and inclosing copy of a paper read by the Delegate for Holland on what he considered extravagances in the Administrations, and possible economies, I have now the honour to forward a communication received to-night from the Acting President, containing his appreciation of the substance of the paper.

In the third paragraph of the inclosed letter addressed to the members of the Quarantine Board the Acting President seems to think that the observations of the Delegate for Holland were made in terms rather unjust towards the Administration. In my Report of yesterday I stated as my opinion that the present movement is directed in great measure against the Administration. It is quite true, as the President remarks, that all gratifications, and all expenses of any considerable amount have always to be sanctioned by the Board, on the initiative generally of the Administration. The Administration has, I think, missed an opportunity on the present occasion of taking itself the initiative in introducing economies or other measures to improve its financial position, and of having the budgetary question settled, as it has been a source of irritation and complaint since the presentation of last Budget. The diminution of receipts is no doubt to be accounted for in great measure by the reasons stated by the President; the two great factors being the suppression of quarantine dues on unsusceptible merchandize and the decrease in number of cattle imported from abroad.

The President does not seem to think that the realizable economies will be of any great amount, notwithstanding the strong terms in which they have been brought forward by the Delegate for Holland, and is of opinion that it will probably be necessary to impose sanitary dues on mail-steamers. This question, however, cannot be decided until the Report of the Commission is presented and discussed.

I have, &c.

(Signed) J. MACKIE.

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Inclosure 2 in No. 117.

*Dr. Ardouin to the Members of the Quarantine Board.*

Messieurs, *Alexandrie, le* 9 *Mai*, 1890.

BIEN que je sois, je m'empresse de le déclarer, du même avis que M. le Délégué des Pays-Bas relativement à la nécessité de réduire les dépenses du Service Quarantenaire, je ne puis me dispenser de vous présenter quelques brèves observations au sujet du Mémorandum dont vous avez entendu la lecture dans la séance du 6 Mai, 1890.

Tout d'abord, je constate que les critiques contenues dans l'exposé de M. le Dr. Demech s'adressent au Conseil aussi bien qu'à l'Administration elle-même; c'est le Conseil, en effet, qui fixe le cadre des employés ainsi que le chiffre de leurs appointements, qui accorde les gratifications proposées par son Comité des Finances, et qui sanctionne les dépenses de toute nature.

Ceci établi, je regrette que M. le Délégué des Pays-Bas ait généralisé, comme il l'a fait dans son exorde et dans sa péroraison, les reproches qu'il nous adresse; je regrette surtout qu'il les ait formulés dans des termes aussi vifs.

Le chiffre total des dépenses du Service Quarantenaire est, à peu de choses près, le même, pour chacun des deux derniers Exercices Budgétaires: 1887-88 et 1888-89, que celui des cinq années précédentes (sauf une), bien que les frais du service du transit en quarantaine, les traitements des employés de ce nouveau service, l'achat et l'installation des étuves à désinfection aient atteint des sommes importantes. L'Administration a pu obtenir ce résultat en compensant le surcroît de dépenses survenu dans les chapitres que je viens de mentionner par une révision et une diminution des dépenses dans quelques autres branches du service. En un mot, ce ne sont pas les dépenses qui ont augmenté, mais bien les recettes qui ont diminué de £ E. 27,000 et £ E. 23,000 à £ E. 21,000 et à £ E. 18,000, à la suite de la suppression de la taxe sur les marchandises en quarantaine ainsi que de la diminution considérable constatée dans le nombre des animaux importés de l'étranger, diminution résultant de la disparition des épizooties et de l'abondance du bétail dans le pays même.

Il ressort de ce que je viens de dire que l'Administration est déjà entrée dans la voie des économiés; j'ajouterai que je suis, personnellement, tout disposé à l'y pousser encore davantage.

Quant à la discussion des points spéciaux touchés par M. le Délégué des Pays-Bas dans son Mémorandum, elle ne saurait avoir sa place ici; elle se produira au sein de la Commission que vous avez nommée. J'ai la conviction qu'il sera démontré par le résultat des travaux de cette Commission que les économies à réaliser, sans nuire à la bonne marche du service et aux droits acquis, ne sont pas aussi considérables qu'on a pu le croire; je reste donc d'avis qu'il sera nécessaire, même après avoir effectué toutes les économies possibles, d'appliquer les taxes sanitaires en vigueur aux bateaux-poste ou de rétablir la taxe sur les marchandises en quarantaine supprimée jusqu'ici à titre provisoire.

Veuillez, &c.

Le Président par intérim du Conseil Sanitaire,
Maritime, et Quarantenaire,

(Signé) DR. ARDOUIN.

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No. 120.

*Post Office to Foreign Office.—(Received May* 31.)

Sir, *General Post Office, London, May* 30, 1890.

I HAVE laid before the Postmaster-General your letter of the 23rd instant, and its inclosures, relative to certain proposals made at the Egyptian Quarantine Board:—

(*a.*) To increase the dues levied on ships passing through the Canal in quarantine so as to meet actual expenses.

(*b.*) To abolish the exemption from sanitary dues hitherto enjoyed by postal steamers.

In accordance with the desire expressed by the Marquis of Salisbury to receive, at the earliest opportunity, any observations which the Postmaster-General may have to offer on these proposals, I am directed to state to you, for his Lordship's information, that, as regards postal steamers, all the contracts made by this Department for the conveyance of Eastern mails through the Suez Canal specifically impose upon the contracting Companies all necessary and proper arrangements relative to quarantine

which may be required in respect of the vessels employed under their contracts, so that this Department would be under no liability towards the Companies in the event of either of the proposals above referred to being carried into effect.

At the same time, it must be borne in mind that, in matters affecting the navigation of the Canal, British Packet Companies have usually received the support of Her Majesty's Government, and the withdrawal of that support on the present occasion may, as the Marquis of Salisbury would seem to anticipate, have an effect on the amount of the subsidy which would secure the necessary service when next contracted for.

The Postmaster-General wholly concurs with his Lordship in thinking that nothing in the nature of a penal tax should be imposed on ships passing through the Canal in quarantine, and that they should not pay for the services rendered to them in this particular at any higher rate than other quarantine services are paid for.

The Companies concerned in this question are the Peninsular and Oriental Steam Navigation Company, the Orient Steam Navigation Company, and the British India Steam Navigation Company, and Mr. Raikes presumes, as the general proposal to increase the dues levied on ships passing through the Canal in quarantine seems to be purely of a commercial nature, the Board of Trade (which you state has been written to on the subject) will address to the Companies concerned any communication which may be deemed necessary on that point.

Mr. Raikes has not at present before him any representation from either of the Companies concerned. Should he receive such, he would of course lose no time in communicating its purport to the Marquis of Salisbury, who would be the best judge whether the policy of Her Majesty's Government in the matter should be in any way affected by the interests of these Companies.

I am, &c.
(Signed) H. JOYCE.

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No. 121.

*Foreign Office to Sir C. Cookson.*

(No. 7. Commercial.)

Sir, *Foreign Office, June* 3, 1890.

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your despatches Nos. 7 and 10, Commercial, of the 3rd and 14th ultimo respectively, on the measures proposed with a view of raising such an amount of revenue as shall equalize the receipts and the expenditure of the Egyptian Quarantine Board. In reply, I am directed to inform you that his Lordship agrees to the proposal that mail-steamers should cease to be exempt from the payment of sanitary dues. With reference to this matter and to the proposal that the dues levied on vessels passing through the Suez Canal in quarantine should be increased, I am to transmit to you, for Dr. Mackie's information and guidance, the accompanying copy of a letter from the Post Office.*

I am to add that the British Companies affected by the withdrawal of the exemption from sanitary dues hitherto enjoyed by mail-steamers have been informed of the action which it is proposed to take.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 122.

*Foreign Office to Peninsular and Oriental Steam Navigation Company.*†

Sir, *Foreign Office, June* 3, 1890.

I AM directed by the Marquis of Salisbury to inform you that certain reductions carried out last year in the dues levied by the Quarantine Board of Egypt have diminished the Board's revenue to such an extent that it is at present somewhat below the normal expenditure; it is now proposed to meet the deficiency (1) by effecting sundry administrative economies; (2) by raising the dues charged on vessels passing through the Suez Canal in quarantine; and (3) by abolishing the exemption from sanitary dues hitherto enjoyed by mail-steamers.

I am to inform you that his Lordship thinks that no objection can with fairness be

* No. 120.

† Also to Orient Steam Navigation Company and British India Steam Navigation Company.



raised to the third proposal, as there does not appear to be any reason why mail-steamers should enjoy the privilege of exemption, the result of which is to throw a proportionately larger share of taxation on other vessels than should fall to their charge. Moreover, the exemption is peculiarly hard on British ships which are not mail-vessels, for not only have mail-steamers always been allowed to have the first claim on the services of the Sanitary Agents, but also, as will be seen from Statement given below, the total tonnage exempted bears, in the case of non-British tonnage, a far higher proportion to the total tonnage taxed than is the case with British ships.

Percentage of tonnage exempted:—

| | Per cent. |
|---|---|
| British .. | 18 |
| French .. | 65 |
| German | 34 |
| Netherlands | 87 |
| Italian .. | 49 |
| Austrian | 87 |
| Spanish .. | 96 |
| Russian | 72 |

These figures are for the Suez Canal, but it is improbable that the Returns for the whole of Egypt would reverse the deduction to be drawn from them. It appears that the tax will be small to which each mail-steamer will become liable. Her Majesty's Government have therefore agreed to the proposal.

With regard to the proposed increase of the dues levied on ships passing through the Suez Canal in quarantine, I am to state that the British member of the Quarantine Board has been informed, for his guidance, that Her Majesty's Government are of opinion that nothing in the nature of a penal tax should be imposed, and that the ships in question should not pay for the service rendered to them in this particular at any higher rate than other quarantine services are paid for.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 123.

*Board of Trade to Foreign Office.—(Received June* 4.)

Sir, *Board of Trade, London, June* 3, 1890.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 23rd ultimo, in which you inclose copy of a despatch, and inclosures, from Sir C. Cookson, with respect to certain proposals made at the Egyptian Quarantine Board with a view to meet a deficit in the revenue. One of these propositions is to increase the dues on vessels passing through the Canal in quarantine "to meet actual expenses;" the other, to abolish the exemption from sanitary dues hitherto enjoyed by postal-steamers.

As regards the former of these propositions, the Board of Trade gather that the Marquis of Salisbury thinks that the ships in question should not pay for services rendered to them in passing through the Canal at any higher rate than other quarantine services are paid for; as regards the latter, that the proposal is one which may properly be supported as a matter of principle by the British Delegate.

In answer to Lord Salisbury's desire to be favoured with any observations which this Board may have to offer upon the subject, I am to request that you will inform his Lordship that the Board of Trade concur with the views expressed in your letter with respect to both of the proposals mentioned.

The inclesures which accompanied your letter are herein returned.

I have, &c.
(Signed) C. CECIL TREVOR.

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No. 124.

*Foreign Office to Sir C. Cookson.*

(No. 8. Commercial.)

Sir, *Foreign Office, June* 6, 1890.

WITH reference to my despatch No. 7, Commercial, of the 3rd instant, I am directed by the Marquis of Salisbury to transmit to you herewith, for Dr. Mackie's information and guidance, copy of a letter from the Board of Trade respecting the

proposals made at the Egyptian Quarantine Board with a view to meet a deficit in the Revenue.*

Dr. Mackie will already have learned from the above-mentioned despatch that Her Majesty's Government have no objection to make to the proposals in question.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 125.

*Orient Steam Navigation Company to Foreign Office.—(Received June 7.)*

Sir, 13, *Fenchurch Avenue, London, June* 6, 1890.

I HAVE the honour to acknowledge receipt of your letter of the 3rd instant respecting sanitary and other dues to be levied on vessels passing through the Suez Canal.

I am, &c.
(Signed) S. WAYMOUTH, *Secretary.*

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No. 126.

*Sir C. Cookson to the Marquis of Salisbury.—(Received June 9.)*

(No. 11. Commercial.)

My Lord, *Alexandria, May* 30, 1890.

WITH reference to my despatch No. 10 of the 14th instant respecting the financial position of the Alexandria Maritime and Quarantine Sanitary Board, I have the honour to transmit copy of a further despatch of Dr. Mackie, dated the 21st instant, inclosing the Report of the Committee appointed to consider the economies which can be made in the Administration. This Report proposes economies which will result in a saving of 2,508*l.* a-year, the most important items being 928*l.* gained by suppressing special allowances for night-work done at Suez and Port Saïd, and 564*l.* by reduction of cost of steam-launches at Alexandria and Suez. These economies, however, not being sufficient to meet the probable deficit in the next Budget, the Committee propose to return to the scale of salaries fixed by the Budget of 1887-88.

Dr. Mackie reports that the Board decided, as the Committee was not prepared to show that the economies could all be effected without injury to the service, to refer the Report back to them, and expresses his hope that the reductions in salaries will be made with due consideration to efficiency and independence of those employed. He also repeats his regret at the absence of Mr. Miéville during these important inquiries into the Administration over which he presides.

A Memorandum of the Ottoman Delegate, which accompanies Dr. Mackie's Report, calculates the annual deficit to be expected at not less than 5,000*l.*, attributable (as Dr. Mackie agrees) to the abolition of dues on unsusceptible merchandize, and the decreased importation of foreign cattle.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 126.

*Dr. Mackie to Sir C. Cookson.*

Sir, *Alexandria, May* 21, 1890.

I HAVE the honour to report than an extraordinary meeting of the Maritime and Quarantine Sanitary Board was held on Saturday, the 15th instant, to consider the Report of the Commission appointed to study possible economies in the Administration, with a view to balance future Budget without the imposition, if possible, of new sanitary dues on shipping or commerce.

A copy of the propositions of the Commission, herewith inclosed, had been sent to the Delegates before the meeting, and it was evident at the opening of the meeting that the Report was to have an unfavourable reception. I was unfortunately unable to attend at the opening of the meeting, and on my arrival I found that the Delegate for France had proposed the rejection of the Report without discussion, on the ground that the economies were too radical, and were in great part unjust to the employés of the service. I took occasion to observe that it was unfair to the Commission, and most

* No. 123.



illogical after having named a Commission to reject their Report without discussing its merits, and proposed that each proposition should be discussed and considered on its merits and voted separately, which might enable us to accept some while rejecting others.

The President replied that he had made the same proposition before the arrival of the British Delegate, and wished the Board to decide whether the Report should be discussed or rejected *in toto*. The majority agreed to discuss it. The first proposition discussed was the economies to be effected in the office of Suez. The British Delegate asked if the Commission had obtained sufficient proofs that these economies could be effected without injury to the employés. The President replied that they had not had sufficient time to obtain proof which they could present to the meeting, and as the same question might be asked on almost every proposition before them, proposed that the Report should be referred to the Commission for further study and longer time accorded. After a long and irregular discussion this was agreed to, several Delegates proposing that a small credit should be opened for the Commission to meet expenses incurred in getting exact information.

It was agreed finally to refer the Report back to the Commission to be presented again at a date not definitely fixed. It was evident to me that the Acting President, who ought to know the working of the Administration, does not think that all the economies proposed by the Commission are practicable, and that only a few of them can be accepted without injuring the service. Many of the "gratifications" and increases of salary which it is proposed to abolish or reduce were granted by Mr. Miéville when the finances were in a more flourishing condition, to raise the status of the employés, and do away with the system of "bucksheesh" (bribes) which was rampant throughout the service, and in this I think every one agrees he succeeded. No one would wish to see finances of the Administration unnecessarily squandered, but it is to be hoped that the old system of bribes will not be reintroduced by too radical an economy.

That there are economies, and to a pretty large extent to be made in the service, nearly all are agreed; but I hope the Acting President will be able to persuade the Delegates to take reasonable time in effecting them, and not to introduce too many radical measures at once, which would certainly raise an outcry and discontent amongst the employés. It is most unfortunate that the question has been raised and pressed during the absence of Mr. Miéville, who must have a fuller knowledge of the financial situation than any one who only temporarily takes his place.

I inclose a copy of a Table circulated by the Ottoman Delegate exposing the state of the finances since 1885. I think he rather exaggerates the situation in stating that the Administration requires an immediate increase of receipts of 5,000*l.*

The chief causes of the falling-off of the receipts are no doubt (1) the abolition of quarantine dues on unsusceptible merchandize; (2) the decreased importation of cattle from abroad, and the absence of general quarantine for the last few years against India or Europe. The Administration itself is also an expensive one; partly the fault of the Powers which wish such an extensive and expensive organization to be kept up.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 126.

*Report of the Committee appointed on the 6th May,* 1890.

Messieurs,

LA Commission nommée par le Conseil, dans la séance du 6 Mai courant, pour rechercher les économies à réaliser dans le service quarantenaire, a l'honneur de vous soumettre son Rapport.

Ayant examiné, en premier lieu, les propositions de M. le Dr. Demech, elle est d'avis :—

| | £ E. |
|---|---|
| 1. Que l'indemnité de £ E. 4 par tête accordée aux employés de l'Office de Suez, à cause du prix des vivres dans cette localité, devra être supprimée à partir du 1er Juin prochain. Économie realisée de ce chef, par an .. .. .. .. | 240 |
| 2. Que les frais de déplacement pour les commis du transit en quarantaine (P. E. 100 par employé) devront être supprimés, à partir de la date susindiquée. Toutefois, il sera accordé pour le voyage de retour, P. E. 150 au lieu de P. E. 122. Économie par an, d'après le nombre de navires ayant transité en quarantaine l'année dernière .. .. .. .. .. | 69 |

£ E.

3. La Commission admet, en principe, que le poste de chef commis de l'Agence d'Ismaïlia soit supprimé. Cependant comme le titulaire du poste, n'a à attendre qu'un an avant d'arriver au terme de trente années fixé par la loi pour l'obtention de la pension, elle vous laisse, Messieurs, le soin de juger ce qu'il y a lieu de faire dans ce cas.
   Économie par an .. .. .. .. .. .. 252
4. Les Membres de la Commission, à l'exception de M. l'Inspecteur-Général, admettent la suppression du chef commis de Gébel Tor. Le Conseil décidera ce qu'il y a de mieux à faire pour éviter que cet employé, qui a servi l'Administration pendant plusieurs années, ne perde pas les droits acquis.
   Économie sur l'office de Gébel Tor, par an .. .. .. .. 252
5. La Commission vous propose, Messieurs, d'accorder aux employés de Suez et de Port-Saïd, chargés du service de nuit, une gratification d'une livre par mois à partir du 1er Juin prochain, soit, £ E. 72 à retrancher de la somme de £ E. 1,000 produite par ce service et devant être versée à la Caisse du Conseil. La suppression du partage qu'on en faisait, jusqu'à ce jour, entre les employés, a déjà été proposée par M. le Délégué Sanitaire Ottoman et approuvée par le Conseil.
   Recette, par an .. .. .. .. .. .. 928
6. Les dépenses occasionnées par l'entretien du canot à vapeur d'Alexandrie devront être réduites à £ E. 180 au maximum. Si cette somme est insuffisante, le dit canot sera supprimé. Ne sont pas compris dans son personnel deux marins et un rais, qui rendent également des services à l'office.
   Économie par an .. .. .. .. .. .. 105
7. Les frais de la chaloupe à vapeur de Suez, qui s'élèvent actuellement à £ E. 859 par an, devront être réduits à £ E. 400. Dans le cas où £ E. 400 ne suffiraient pas, le Comité des Finances, après enquête, décidera s'il doit porter la dépense à £ E. 500 au maximum ou vendre la chaloupe, et la remplacer par une autre dont l'entretien ne dépassera pas £ E. 400.
   Économie par an .. .. .. .. .. .. 459

La Commission a passé ensuite à l'examen des dépenses des divers offices Sanitaires. Elle est arrivée aux conclusions suivantes :—

1. Administration Centrale—
   Supprimer la dépense de £ E. 40 par an payées à l'expert comptable chargé de vérifier la comptabilité tous les trois mois, cette vérification étant faite maintenant par un Inspecteur du Ministère des Finances.
   Économie par an .. .. .. .. .. .. 40
2. Office de Suez—
   Supprimer le cheval.
   Économie par an .. .. .. .. .. .. 26
   Réduire l'indemnité pour frais de courses accordée au Directeur de £ E. 20 à £ E. 6.
   Économie par an .. .. .. .. .. .. 14
   Supprimer la fourniture de l'eau au personnel de l'office à l'exception du personnel subalterne. Le coût de la consommation de l'eau, pour ce personnel et pour le service de la chaloupe, ne doit pas dépasser £ E. 24 par an.
   Économie par an .. .. .. .. .. .. 36
3. Office de Port-Saïd—
   Supprimer la gratification accordée au vétérinaire pour ses courses.
   Économie par an .. .. .. .. .. .. 12
   Ainsi qu'à l'Office de Suez, l'eau ne sera fournie, à Port-Saïd, qu'au personnel subalterne et le coût devra être réduit de £ E. 29 à £ E. 12.
   Économie par an .. .. .. .. .. .. 17
4. Office du Port-Vieux d'Alexandrie—
   Réduire la gratification accordée au vétérinaire, pour ses courses, de £ E. 36 à £ E. 6.
   Économie par an .. .. .. .. .. .. 30
   Supprimer l'allocation des frais de voiture accordée à M. le Directeur.
   Économie par an .. .. .. .. .. .. 13½
5. Lazaret du Gabbari—
   Réduire le coût de la consommation de l'eau de £ E. 27 à £ E. 12.
   Économie par an .. .. .. .. .. .. 15

Total .. .. .. .. .. .. 2,508½

## Résumé.

| | £ E. | £ E. |
|---|---|---|
| Économies à réaliser à partir du 1er Juin prochain .. .. | 1,076½ | |
| Recettes du service de nuit, le partage du montant de ces recettes entre les employés ne devant plus avoir lieu à partir du 1er Juin . | 928 | |
| | | 2,004½ |
| Économies éventuelles .. .. .. .. .. .. .. | | 504 |
| Total .. .. .. .. .. .. .. | | 2,508½ |



£ E.

Malgré tous nos efforts pour réaliser le plus d'économies possibles sans porter atteinte à la bonne marche du service, nous n'avons pu atteindre que le chiffre de £ E. 2,508½. Comme d'autre part, il résulte du bilan de l'Exercice 1888–89 que les dépenses ont dépassé les recettes de £ E. 3,599, et qu'à en juger par les résultats que donne le premier semestre de l'Exercice courant, ce chiffre sera plus élevé encore, cette année-ci, les membres de la Commission, à l'exception de M. l'Inspecteur-Général, trouvent nécessaire de vous proposer de remettre, à partir du prochain Exercice, les traitements des employés aux chiffres où ils étaient portés dans le Budget 1887–88.

On réalisera par cette mesure une économie de .. .. .. 1,176

Total des économies .. .. .. .. 3,684½

Veuillez, &c.
(Signé) Dr. PH. DEMECH.
Dr. DUCA.
Dr. G. ZANCAROL.
Dr. ARDOUIN.

*Alexandrie, le* 16 *Mai*, 1890.

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### Inclosure 3 in No. 126.

*Dr. Demech to the Members of the Quarantine Board.*

Messieurs, *Alexandrie, le* 17 *Mai*, 1890.

EN réponse aux observations que M. le Président par intérim vient de faire au sujet de mon exposé du 6 courant, je crois de mon devoir de vous déclarer de prime abord que je me suis exprimé en la première personne précisément et tout simplement pour éviter toutes personnalités et pour ne pas froisser les susceptibilités individuelles ; nous savons tous fort bien que le Conseil n'a fixé les traitements des employés et ne leur a accordé des gratifications que sur la proposition de la présidence et en toute confiance que les circonstances le permettaient.

Le résultat des recherches faites par votre Commission démontre que mes reproches étaient bien fondés. En effet, je n'ai qu'à vous citer pour le moment que sous le chapitre "Frais Divers" où l'on a constaté qu'un bon tiers des frais était superflu, que sur les "subventions" et "gratifications" la Commission vous propose une économie par an de £ E. 1,240, et finalement quand vous saurez que l'on peut réaliser une économie d'environ 18 pour cent par an sur la totalité des dépenses, sans nuire au service, vous conviendrez que ce n'est pas la diminution des taxes qui jusqu'ici menace l'équilibre de nos finances, mais que c'est à des dépenses exorbitantes et tout à fait en dehors du nécessaire que nous devons l'attribuer.

Le Délégué des Pays-Bas,
(Signé) PH. DEMECH, M.D.

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### Inclosure 4 in No. 126.

*Statement showing the State of the Finances since* 1885.

(A.)—Relevé des Recettes depuis 1885.

| Année. | Recettes. | Dépenses. | Caisse. |
|---|---|---|---|
| | £ E. | £ E. | £ E. |
| 1885 .. .. .. .. | 31,728 | 21,729 | 19,161 |
| 1886 .. .. .. .. | 27,469 | 20,253 | 26,376 |
| 1887 .. .. .. .. | 23,753 | 23,269 | 26,859 |
| 1888 .. .. .. .. | 21,972 | 21,537 | 27,294 |
| 1889 .. .. .. .. | 18,383 | 21,982 | 23,694 |
| 1890 (1er semestre) .. .. .. | 8,410 | 10,994 | 21,110 |

Nous constatons donc une diminution dans les recettes et une augmentation de £ E. 233 des dépenses.

(B.)—Recettes en Baisse continue.

| Année. | (a.) Animaux en Quarantaine. | | (b.) Navires en Quarantaine. | |
|---|---|---|---|---|
| | £ E. | Pertes. £ E. | £ E. | Pertes. £ E. |
| 1885 .. .. | 7,709 | 379 | 1,861 | 963 |
| 1886 .. .. | 7,330 | 615 | 898 | 276 |
| 1887 .. .. | 6,715 | 618 | 622 | 115 |
| 1888 .. .. | 6,097 | 1,130 | 507 | 93 |
| 1889 .. .. | 4,967 | | 414 | |
| 1890 (1er semestre) .. | 2,044 | Total, 2,742 | 221 | Total, 1447 |
| | Perte moyenne, £ E. 683¾. | | Perte moyenne, £ E. 361¾. | |

(C.)—Recettes de la Taxe sur Marchandises.

| | £ E. |
|---|---|
| 1885 .. .. .. .. .. .. .. | 6,754 |
| 1886 .. .. .. .. .. .. .. | 3,940 |
| 1887 .. .. .. .. .. .. .. | 3,429 |
| 1888 (1er semestre) .. .. .. .. .. .. | 805 |
| | 14,928 |

Moyenne par an, £ E. 4,264¼.

(D.)—Perte en Recettes en moyenne par An.

| | £ E. |
|---|---|
| Sur les animaux en quarantaine .. .. .. .. | 685¾ |
| Sur les navires en quarantaine .. .. .. .. .. | 361¾ |
| Sur les marchandises en quarantaine .. .. .. .. | 4,264¼ |
| Total .. .. .. .. .. .. | 5,311 et P. T. 40 |

Remarques.

(a.) Dans les dépenses, y sont compris les frais "d'amélioration des installations et matériel," lesquels n'ont été traités à part que depuis 1888

(b.) Par la suppression de la taxe sur les marchandises nous avons eu un déficit en 1880 de £ E. 3,000, et dans le premier semestre 1890 de £ E. 2,584. Ce déficit est causé d'une part par la suppression de la taxe sur les marchandises, d'autre, par la diminution des recettes sur les bestiaux, et des navires en quarantaine. (*Voir* (B), (a), (b), (C).)

Pour que l'Administration Quarantenaire puisse marcher sans déficit, il nous faut une augmentation de nos recettes, où diminution de nos dépenses, de £ E. 5,000 au minimum.

(Le Délégué Sanitaire Ottoman.)

*Alexandrie, le* 15 *Mai*, 1890.

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## No. 127.

*Peninsular and Oriental Steam Navigation Company to Foreign Office.—(Received June* 14.)

Sir, 122, *Leadenhall Street, London, June* 13, 1890.

I HAVE the honour to acknowledge the receipt of your letter of the 3rd instant in reference to the dues levied by the Quarantine Board of Egypt, and I may state that your communication would have received earlier attention, but for the absence of our Chairman on Suez Canal business at Paris.

It certainly does not appear that this Company could equitably claim exemption from any dues that steamers touching at Egyptian ports may be legally liable to, on the ground that their steamers are engaged in carrying mails.



On the other hand, ships passing through the Suez Canal in quarantine and which hold no communication whatever with Egypt, should not be liable to such dues, or if made responsible to any extent whatever, then in a diminished and restricted sense.

The idea of enforcing a heavier charge against vessels passing through the canal in quarantine, would certainly appear unreasonable, especially in view of the fact that such vessels do at present pay for the attendance of officers who are sent to prevent them communicating with the shore.

The right to pass vessels through the Canal in quarantine is one which was contended for and insisted upon by British shipowners, as necessary to the commerce of this country, impeded as that was at one time, by the action of the Representatives of other countries (having little commerce of their own) acting as members of the Egyptian Sanitary Board.

It is hoped, therefore, that Her Majesty's Government will insure that this necessary facility to the business of this country, and the trade of the Suez Canal, shall not be made the medium for imposing charges of an unjustifiable character.

I am, &c.

(Signed) A. M. BETHUNE, *Secretary*.

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## No. 128.

*Sir C. Cookson to the Marquis of Salisbury.—(Received June* 23.)

(No. 12. Commercial.)

*Alexandria, June* 10, 1890.

My Lord,

WITH reference to my despatch No. 7, Commercial, of the 3rd ultimo, and subsequent despatches, on the subject of the financial position of the Alexandria Maritime and Quarantine Sanitary Board, I have the honour to transmit a letter from Dr. Mackie, dated the 30th ultimo, transmitting a further communication from the Ottoman Delegate, in which he urges the adoption of the two new dues which he then proposed, on the ground that any possible economies such as have been proposed are quite insufficient to make up the annual deficit, which he calculated at 5,000*l*.

Dr. Mackie agrees with him on this latter point, also in his contention that the estimates on which the suppression of the tax on unsusceptible merchandize was voted in 1888 were based on the receipts of years of exceptional revenue.

In a subsequent letter of the 3rd June (copy of which is annexed) Dr. Mackie reports that the Ottoman Delegate brought forward his proposals, but that, on Dr. Mackie suggesting that the discussion be postponed till the Budget for 1890–91 is presented, which will be in October next, the Ottoman Delegate consented to this, and withdrew his proposals for the present. Time has thus been gained, but Dr. Mackie expresses the hope (which I share) that the President, Mr. Miéville, will be able to return to his post in time to study the serious questions now likely to be mooted, and take his proper part in their discussion.

Dr. Mackie does not appear to think it advisable to put before the Board at this moment the proposal for the general postponement of imposition of new taxes until the end of the present financial year, but it is to be hoped that this result may be attained in the discussion of each specific proposal of fresh taxation which may be made by individual members; and there is apparently no reason to fear that any important questions relating to finance will be pressed for solution before the return of the President.

I have, &c.

(Signed) CHAS. A. COOKSON.

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### Inclosure 1 in No. 128.

*Dr. Mackie to Sir C. Cookson.*

*Alexandria, May* 30, 1890.

Sir,

I HAVE the honour to inclose herewith copy of a further exposure by the Sanitary Delegate for Turkey, dated the 26th May, of his reasons for bringing forward immediately his propositions to impose quarantine dues on postal steamers, and a tax of 5*l*. on each vessel which transits the Canal in quarantine, with a view to equalize the Budget of the Administration, or to at least considerably diminish the deficit. It

would appear from this exposure, and I am inclined to agree with it, that the financial forecasts have been made on the mean of a number of years, which were unusually favourable financially to the Administration. On this calculation the taxes formerly levied on unsusceptible merchandize were abolished, the receipts of the Administration have in other ways diminished, and the Budget is consequently showing a large and increasing deficit.

The tax on merchandize was abolished only as "titre d'essai," as several Delegates always maintained that it would be prejudicial to the Budget, and as you will see by the exposure, p. 6, the President in 1885 made several propositions to be adopted in case of need to equalize the Budget. This subject will be brought up for discussion at the meeting on Tuesday next, when, according to instructions received from Sir Evelyn Baring, I shall endeavour to have the imposition of new taxes on commerce and navigation postponed till the end of the present financial year. I think it is likely to be postponed till after the Report of the Commission on "Économies" is presented, but doubt if the Board will postpone it till the end of the year, as I do not think from what I have been able to learn that the possible economies which will be accepted by the Board will do more than make up half the deficit.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 128.

*Dr. Duca to the Members of the Quarantine Board.*

Messieurs, *Alexandrie, le* 26 *Mai*, 1890.

DANS la dernière séance ordinaire du Conseil il vous a été donné lecture de ma lettre en date du 3 courant, adressée à M. le Président, par laquelle je le priais de vouloir bien remettre à la séance prochaine les propositions contenues dans mon exposé du 17 Avril, numérotées 2 et 3, et concernant la taxe à imposer aux navires transitant le Canal en quarantaine, ainsi qu'aux bateaux postaux.

Les motifs qui m'ont poussé à faire cela sont les suivants :—

1. Je voulais donner le temps à M. le Délégué des Pays-Bas d'exposer son projet sur les économies qui pourraient se faire dans le Service sans y porter préjudice.

2. Pour faire mieux ressortir la nécessité de l'adoption de mes propositions, étant convaincu que malgré toutes les économies faites il nous serait impossible de combler notre déficit.

Avant d'entamer la question des susdites taxes, permettez-moi, Messieurs, de faire quelques observations sur les économies et sur la taxe des paquebots-poste.

Ainsi qu'il résulte du relevé de nos recettes et de nos dépenses, dont je vous ai communiqué copie à la dernière séance, le déficit est beaucoup plus important de ce que nous croyons de prime abord.

Les chiffres que je vous donne dans ce relevé sont très éloquents, et sont basé sur une moyenne de cinq ans et demi d'exercice ; nous nous trouvons donc devant un déficit de £ E. 5,000 et plus (tout Budget devant avoir une certaine élasticité), et notre devoir nous impose d'étudier tous les moyens qui s'offrent à nous pour combler ce déficit.

D'après mon avis, il n'y a que deux moyens de salut :—

1. Les économies.

2. Les nouvelles taxes à instituer.

Traitons donc séparément ces deux moyens :—

1. Quelles sont les économies que nous pourrons faire sans porter atteinte à la bonne marche du Service ? A vrai dire, la Commission nommée par le Conseil a été chargée d'un ingrat et rude travail. En effet, Messieurs, si nous jetons un coup d'œil sur notre Budget de 1890, nous constatons que la somme des dépenses s'élève à £ E. 22,330 nominales. (J'exclus les prévisions des dépenses pour les quarantaines, pour les améliorations des installations, ainsi que le fond de réserve, aucune économie ne pouvant se faire sur les prévisions.)

Cette somme de £ E. 22,330 est répartie de la manière suivante :—

| | Nominal. | Réel. |
|---|---|---|
| | £ E. | £ E. |
| Traitement du personnel fixe et provisoire.. .. | 20,164 | 17,419 |
| Frais divers .. .. .. .. .. | 2,166 | 2,166 |
| Total .. .. .. .. | 22,330 | 19,585 |



Il s'agit donc de faire des économies sur la somme des dépenses réelles de £ E. 19,585. Or, je vous demande un peu, si on ne touche pas les indemnités ou gratifications (qui figurent au chapitre "Choléra des Indes"), si on ne touche pas les appointements (mesure qui me répugne), il ne reste que les frais divers ; quelle sera l'économie qu'on pourra réaliser sur la somme de £ E. 2,166 ?

D'autant plus que je suis convaincu que la plus grande partie de ce déficit provient de la suppression de la taxe sur les marchandises en quarantaine, et de la diminution de nos recettes en général, ainsi qu'il résulte du relevé que j'ai cité plus haut.

Cependant, quelques-uns d'entre nous, Messieurs, ont parlé de l'établissement des nouvelles taxes ; en conséquence, j'aborde cette question très importante.

Si les membres du Conseil qui émettent cette opinion, d'ailleurs très juste et équitable (ainsi qu'il appert dans mon exposé du 17 Avril), avec tout l'espoir de succès, avaient considéré toutes les péripéties qu'ont subies les diverses propositions qui ont été faites depuis 1881, et tendant à instituer des taxes sur les bateaux-poste, et à adopter le Tarif Sanitaire de Constantinople, je répète que si compte avait été tenu du résultat qu'ont obtenu ces diverses propositions, la conviction d'arriver à un succès serait ébranlée, et me voici prêt à vous donner des explications et des renseignements détaillés sur ce que j'avance.

Le Comité des Finances, dans son Rapport en date du 8 Juin, 1881, termine ainsi :—

"Nous soumettons à l'approbation du Conseil la Résolution suivante :—

"'1. Il est établi en Égypte sur la navigation un droit sanitaire unique (droit de reconnaissance), qui sera perçu également sur tous les navires, sans distinction de nationalité, et sans exception, les bateaux à vapeur, comme les navires à voile, les paquebots-poste, comme les bâtiments des marchandises, seront taxés de la même façon.

"'2. Ce droit fixé proportionnellement au tonnage et d'après la Règle suivante, &c.'"

En 1883 le Comité des Finances, dans son Rapport en date du 10 Juin, 1883, conclut ainsi :—

"Considérant que le Conseil doit pourvoir à ses dépenses par ses propres ressources, qu'il est, par conséquent, dans l'obligation de maintenir tout au moins le niveau des recettes actuelles, qui ne paraissent pas encore suffisantes pour le fonctionnement du Service tel que nous le désirons, et pour les améliorations jugées nécessaires, est d'avis que, dans l'intérêt de l'Administration, il serait juste et équitable d'appliquer les taxes actuellement en vigueur à tous les navires postaux et autres, aussi bien qu'à ceux qui se rendent en Turquie, cette mesure peut d'autant mieux être prise, que nos droits sanitaires sont fort peu élevés, ils ne constituent pas une charge pour la navigation, ces droits sont inférieurs à ceux qui sont établis dans la plupart des États de l'Europe et en Turquie. Nous proposons, en conséquence, au Conseil, de vouloir bien prendre des conclusions tendant à supprimer l'exception faite en faveur de certaine catégorie de bateaux qui fréquentent les ports Égyptiens, et de les soumettre indistinctement aux taxes sanitaires actuellement en vigueur. Toutefois, cette Résolution ne devrait pas à notre avis emporter la renonciation au projet tendant à obtenir des Puissances l'adoption pour l'Égypte du Tarif Sanitaire appliqué dans l'Empire Ottoman."

Dans son Rapport pour l'Exercice de l'année 1883 présenté à la séance du 22 Décembre, 1883, et approuvé par le Conseil, le Comité des Finances s'exprime ainsi :—

"Nous ferons remarquer que les recettes du Conseil sont faibles et très variables, que par suite la situation financière de l'Administration est parfois précaire, l'adoption du Tarif de Constantinople proposé par votre premier Comité des Finances et accepté en principe par le Conseil dans la séance du 8 Juin, 1881, tout au moins l'application du Tarif actuellement en vigueur à tous les navires postaux et autres, mettrait fin à ce fâcheux état de choses, tout en assurant à l'avenir la bonne marche du service, et l'application des améliorations progressives dont il est susceptible."

De tout ce qui précède il est démontré que nos ressources (même avec la taxe sur les marchandises en quarantaine) étaient insuffisantes pour le fonctionnement du Service, et que tous les Comités des Finances qui se sont succédés demandaient, outre l'abolition du privilège des paquebots-poste, l'adoption du Tarif Sanitaire de Constantinople ; quelle suite a-t-on donné aux propositions ci-dessus des Comités des Finances, qui ont été acceptées en principe par le Conseil ?

En 1885, le Président du Conseil Quarantenaire voulant réformer notre Tarif, qu'il appelait défectueux et injuste, et la taxe sur les marchandises en quarantaine inique, avait fait la proposition suivante :—

"Considérant que la répartition des droits sanitaires du Tarif actuel est défectueuse et souvent injuste ;

"Considérant que le Traif des droits sur les marchandises en quarantaine ne peut aujourd'hui être considéré que comme inique;

"Considérant que le principe de supprimer les privilèges accordés aux navires postaux a été admis par le Conseil;

"Considérant aussi que les Puissances réprésentées au Conseil ont déjà (sauf l'Angleterre) adhéré en principe à une réforme du Tarif Égyptien sur la base du Tarif Ottoman:

"J'ai l'honneur de vous proposer le projet suivant:—

"1. L'adoption de l'échelle Ottomane (1876) en remplacement de divers droits sanitaires actuellement perçus dans les ports Égyptiens sur la navigation en temps normal, savoir:—

"Tout navire arrivant dans un port Égyptien ne sera sujet à la taxe susdite qu'une seule fois dans le cours de son voyage.

"2. La substitution de l'échelle Ottomane suivant aux droits actuellement perçus sur les navires en quarantaine.

"3. L'abolition totale des droits sur les marchandises en quarantaine, les marchandises ne devront à l'avenir que rembourser simplement le coût de la désinfection (si nécessaire).

"4. Le maintien de tous les autres droits en vigueur, droits sur les passagers en quarantaine, sur les pèlerins, sur les animaux, sur les peaux.

"5. La suppression des privilèges accordés jusqu'ici aux navires postaux, qui devront désormais acquitter les mêmes droits que les autres navires;

"Les navires de guerre continueront à jouir de l'exemption des droits.

"6. Le Conseil Sanitaire, Maritime, et Quarantenaire aura le droit de revenir sur la question un an après l'application du Tarif proposé, si cela est nécessaire."

Donc M. le Président, en proposant la suppression de la taxe sur la désinfection des marchandises, demandait, outre l'abolition du privilège des paquebots-poste, la réforme aussi des Tarifs Égyptiens sur la base du Tarif Ottoman.

Je vous demande maintenant, comment se fait-il qu'en 1888 (Mars et Avril) le Comité des Finances a proposé au Conseil la suppression pure et simple de la désinfection des marchandises et de la taxe y relative sans aucune compensation, tandis que tous les Comités des Finances qui se sont succédés jusqu'alors, avaient trouvé insuffisantes nos recettes même avec la taxe sur les marchandises en quarantaine?

Est-ce que le Comité des Finances était influencé par les recettes extraordinaires que nous avons encaissées en 1885 et 1886? Mais le Comité ne devait-il pas penser que ces recettes provenaient du choléra qui régnait en Europe? et que fort heureusement ce choléra ne règne pas tous les ans? n'avait-il pas le bilan de l'Exercice de l'année 1887 qui était tombé à £ E. 23,753 au lieu de £ E. 27,470 encaissé en 1886?

"J'avoue que je cherche en vain les motifs qui ont poussé les Comité des Finances à faire cela. D'autant plus qu'un de ses membres, l'Inspecteur-Général très compétent en la matière, a refusé de signer le Rapport du Comite, et dans la séance du 3 Avril, 1888, avait dit qu'il était partisan de la suppression de la taxe sur les marchandises, mais en même temps que la révision du Tarif, ou tout au moins l'abolition du privilège (l'exemption des taxes) dont jouissent certains navires, devait être accompagnée de quelque compensation propre à assurer l'équilibre du Budget."

Vous me direz que ce n'est qu'un essai; oui, mais un triste essai qui nous a coûté dans l'espace de dix-huit mois plus de £ E. 6,000.

Loin de moi la pensée de faire des récriminations pour qui que ce soit, seulement je constate les faits pour attirer la sérieuse attention du Conseil.

Je conclus donc en disant que notre situation financière est à la dérive, et que les économies déjà proposées, sauf à mon avis une légère modification à apporter en ce qui concerne la dernière augmentation portée sur les appointements des employés, non seulement sont nécessaires dans des circonstances pareilles, mais elles nous sont imposées, et qu'en même temps la taxe sur les paquebots-poste, et sur les navires transitant le Canal en quarantaine nous est indispensable, non pour combler le déficit, puisque nous n'arriverons pas, mais pour l'amoindrir, et pour cela je propose:—

1. Que tout navire transitant le Canal en quarantaine soit tenu à payer une taxe de £ E. 5 (avec réserve que cette taxe soit augmentée plus tard si les circonstences l'exigent).

2. D'abolir le privilège dont jouissent les bateaux postaux et de les soumettre au payement de tous les droits sanitaires.

Le Délégué Sanitaire Ottoman,
(Signé) DR. DUCA.

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Inclosure 3 in No. 128.

*Extract from the Procès-Verbal of the Sitting of April 3, 1888.*

M. LE DR. ARDOUIN BEY dit qu'il a eu le regret de ne pas être du même avis que ses deux collègues du Comité des Finances. Il reste convaincu que l'adoption de leur proposition rendra possible un déficit sinon de la première année, au moins plus tard.

Il n'est pas opposé à la suppression de la taxe sur les marchandises en quarantaine (taxe qu'il ne trouve pas justifiée); il est même partisan de cette suppression, à condition qu'elle soit accompagnée de quelque compensation propre à assurer l'équilibre du Budget.

En un mot, il s'en tient aux conclusions du Comité des Finances d'Octobre 1885, c'est-à-dire: la suppression de la taxe sur les marchandises en même temps que la révision du Tarif, ou tout au moins l'abolition du privilège (exemption de taxe) dont jouissent certains navires. Il est d'opinion que ces deux questions ne doivent pas être séparées.

M. le Dr. Ardouin Bey a voté contre la proposition.

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Inclosure 4 in No. 128.

*Dr. Mackay to Sir C. Cookson.*

*Alexandria, June 3, 1890.*

Sir,

I HAVE the honour to report that a meeting of the Maritime and Quarantine Sanitary Board was held to-day, Dr. Ardouin Bey, Inspector-General, presiding, in the absence of Mr. Miéville.

The only questions of general interest on the order of the day referred to the budgetary deficit of the Administration, and means proposed to remedy it. As a means towards increasing the receipts of the Administration, the Turkish Delegate had on the order of the day a proposition to impose a tax of 5*l.* on all vessels passing the Canal in quarantine, and to subject all mail-steamers to payment of usual sanitary dues from which, by old established custom, they have hitherto been exempt.

The next proposition was by the British Delegate to postpone the discussion of the propositions of the Turkish Delegate till the Budget for 1890–91 is presented by the Committee of Finance. The Turkish Delegate made no opposition to this, and at once withdrew his proposition on condition that it should again be brought up on presentation of the Budget. During a short discussion which followed, several Delegates, notably the Delegates of Sweden and Portugal, urged strongly the necessity of discussing the propositions at once, or adopting some other means of augmenting the receipts. The Delegate for Portugal proposed that the taxes on unsusceptible merchandize should be reimposed. Although several Delegates believed that this, however undesirable, may be necessary, they agreed to postpone further discussion on it at present till time is given to study the question further. Some discussion then ensued on the necessity of keeping the Board better informed as to the state of its finances, as the Delegates, up to the present, have left the financial administration to the Committee of Finance, composed of the President and Inspector-General and one Consular Delegate, elected annually, who probably had little opportunity, time, or even ability to study thoroughly the financial situation. The Board will probably in future demand from the Administration a quarterly exposure of the financial position.

By the great assistance given me by Sir Eyelyn Baring, who was good enough to use his influence with the Representatives of other Governments, I have been able to obtain the postponement of the imposition of new taxes. This I was anxious to do to gain a little time in hopes that the members of the Board, at present in a very excited state, may become calmer; but as the discussion will come on again at the presentation of the Budget in October, and some means will have to be adopted to equalize our expenditure and receipts, I hope to have instructions with regard to the various propositions which have been put forward.

With regard to the reimposition of the tax on unsusceptible merchandize, the abolition of which has been the chief cause of our deficit, I should regret to see it again imposed, as it is both illogical and unjust to charge disinfection dues on goods acknowledged to be unsusceptible and which never were disinfected; at the same time, I do not find that the abolition of the tax has benefited in any way the buyers and consumers of the merchandize: prices remain the same, and any small profit arising has gone into the pocket of the importers.

In proposing the postponement of the imposition of new sanitary taxes, I had also in view the hope that the state of Mr. Miéville's health will enable him to return to his post some time before the subject comes up again, so as to study it thoroughly in the interest of his Administration and work with the Delegates to have things put again on a sound footing. Any continued excitement of this sort at the Board is a standing menace to British interests, as the question of Canal transit in quarantine is always sure to come to the front, The Delegate for France intended to reopen to-day the question of infected or suspected ships being allowed to transit in quarantine, but was fortunately persuaded to postpone it for the present.

I have, &c.
(Signed) J. MACKIE.

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No. 129.

*Sir E. Baring to the Marquis of Salisbury.—(Received June 25.)*

(No. 18. Commercial.)

My Lord, *Cairo, June* 11, 1890.

I HAVE the honour to transmit herewith copy of a despatch which I have received from Dr. Mackie, the English Delegate on the Qaarantine Board, inclosing correspondence between the Austrian Delegate and the Acting President with regard to the passage of ships in quarantine through the Suez Canal.

I concur generally in the views expressed by Dr. Mackie on the subject of the reorganization of the Quarantine Board.

I have, &c.
(Signed) E. BARING.

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Inclosure 1 in No. 129.

*Dr. Mackie to Sir E. Baring.*

Sir, *Alexandria, June* 9, 1890.

I HAVE the honour to inclose, for your information, copy of a correspondence between the Acting President of the Quarantine Board and the Austrian Delegate relative to the passage of infected vessels through the Suez Canal.

In his letter of the 17th May the Austrian Delegate refers to a proposition which was to have been brought forward by the Sanitary Physician of France. What form that proposition would have taken it is difficult to say, and it is for the time being withdrwan.

What I wish more especially to draw your attention to in the Austrian Delegate's letter of the 17th May is the fact that he admits and, for the first time, in a manner agrees with the arguments put forward from time to time by the British Delegate with regard to British vessels passing the Canal and bound for ports of the United Kingdom. The Delegate seems to imply that he does not object to vessels considered by our Rules "infected," if bound for the United Kingdom, being allowed to pass the Canal immediately in quarantine, but objects to the false and illegal way of this permission being obtained. By this, I imagine, he means that it is against the existing Rules and illegal. By "la voie fausse" he probably alludes to a majority of votes being obtained for it by an Anglo-Egyptian combination, which is always a standing grievance against England. I am sorry I had not an opportunity of seeing the Delegate personally on this matter, but he left for Vienna the morning after this correspondence was put into my hands.

Since then I have seen the despatch from the Foreign Office informing us that the Austrian Ambassador had suggested a reorganization of the Board.

This leads me to suppose that the Austrian Delegate has some plan to bring forward for reorganization, and is ready to propose a modification of Rules in favour of England; but in that case he will naturally demand a *quid pro quo*, perhaps amongst other things a diminution of the number of Egyptian Delegates. The existing state of things is no doubt in the highest degree unsatisfactory, but with the great divergence of opinion on the subject of quarantine, I question if in any reorganization sufficient modifications would be made to meet the views of the English Government. Sooner or later, however, I am convinced that some reorganization or reform must be made in the interests of England, as British interests are safeguarded at present by a state of things which cannot go on for ever.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 129.

*Dr. Klodzianowski to Mr. Miéville.*

M. le Président, *Alexandrie, le* 17 *Mai*, 1890.

DANS la séance du 6 courant M. le Médecin Sanitaire de France, Dr. Catelan, a présenté au Conseil une proposition concernant les bateaux merchands ayant eu des cas de choléra à bord et voulant transiter le Canal Maritime en quarantaine.

M. le Dr. Catelan demande que ces bateaux avant d'entrer dans le Canal Maritime soient soumis à une observation de vingt-quatre heures, pendant laquelle le navire sera inspecté.

Cette proposition étant contraire aux Règlements existants forme une modification de ces derniers.

Par cette raison je ne veux pas la discuter, mais je me permets d'adresser au Conseil ces quelques paroles d'aperçu général de la question.

Le Conseil se jette d'un extrême à l'autre.

Tantôt c'était une largesse sans bornes, aujourd'hui une restriction trop étroite.

Je dois avouer franchement que je ne suis pas du tout l'adversaire du transit en quarantaine.

J'admets même les raisons avancées à ce sujet par M. le Délégué d'Angleterre, qui veut que les navires à destination d'Angleterre soient moins sévèrement traités.

L'Angleterre par sa position géographique, isolée par mer du Continent et distante de quinze jours de Suez, peut demander des exceptions qu'aucun des États continentaux ne peut prétendre raisonnablement.

Ce que j'ai combattu et combats toujours c'est la voie fausse pour ne pas dire illégale par laquelle on veut atteindre ce but.

Nous sommes liés par des Règlements. Si ces Règlements ne correspondent plus aux exigences du progrès il faut les changer; je suis le premier à le reconnaître. Mais nous n'avons pas mandat de faire ce changement, comme nous n'avons pas celui de déjouer les Règlements existants.

Nous avons le droit d'exprimer notre opinion et demander d'autres Règlements, mais nous n'avons pas le droit de les modifier sans autorisation de nos Gouvernements.

Comme la proposition de M. le Délégué et Médecin Sanitaire de France est une modification de ces Règlements, je demande l'ajournement de sa décision et je propose que MM. les Délégués demandent d'urgence des instructions à ce sujet à leurs Gouvernements respectifs.

Veuillez avoir l'obligeance, M. le Président, de faire part de la présente à MM. les membres du Conseil.

Veuillez, &c.
(Signé) Dr. KLODZIANOWSKI.

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Inclosure 3 in No. 129.

*Dr. Ardouin to Dr. Klodzianowski.*

M. le Délégué, *Alexandrie, le* 22 *Mai*, 1890.

J'AI l'honneur d'accuser réception de votre lettre du 17 Mai courant, relative à la question soulevée le 6 Mai au Conseil Quarantenaire par M. le Délégué de France, au sujet des navires en quarantaine n'ayant pas de médecin à bord, question qui devait être portée à l'ordre du jour d'une prochaine séance.

Je vous ai informé verbalement que la proposition de M. le Délégué Sanitaire de France paraît avoir été abandonnée depuis lors et ne sera pas pour le moment soumise au Conseil.

A la suite de ce fait, nous soumes convenus, si je ne me trompe, dans notre entretien de ce matin:—

1. Que je ne communiquerai votre lettre à MM. les membres du Conseil que dans le cas où la question à laquelle elle se réfère viendrait à l'ordre du jour.

2. Que toutefois, comme plusieurs des observations contenues dans votre lettre concernent particulièrement les navires qui se rendent en Angleterre et sont de nature à intéresser M. le Délégué de la Grande-Bretagne, je lui ferai parvenir dès maintenant une copie de votre communication.

Je vous prie de vouloir bien me faire connaître si nous sommes complètement d'accord sur ces deux points.

Veuillez, &c.
Le Président par intérim,
(Signé) DR. ARDOUIN.

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Inclosure 4 in No. 129.

*Dr. Klodzianowski to Dr. Ardouin.*

M. le Président, *Alexandrie, le* 22 *Mai*, 1890.

C'EST avec plaisir que j'apprends que M. le Dr. Catelan a retiré sa proposition que j'ai voulu éliminer par ma lettre du 17 courant.

L'aperçu général sur la question en principe du transit en quarantaine est l'expression de mes idées que j'ai au sujet de cette question. C'est à vous que j'ai eu l'honneur d'exprimer ces idées et pour la première fois.

J'espère que les inconvénients du passé sont disparus à jamais et que je ne serai pas forcé par leur retour de reprendre mon ancien procédé.

Si vous croyez que ma lettre du 17 courant puisse intéresser M. le Délégué d'Angleterre je vous autorise de la lui communiquer.

Quant à l'envoi des copies aux autres Délégués du Conseil j'y renonce sur votre demande.

Veuillez, &c.
(Signé) DR. KLODZIANOWSKI.

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Inclosure 5 in No. 129.

*Dr. Ardouin to Dr. Mackie.*

M. le Délégué, *Alexandrie, le* 23 *Mai*, 1890.

J'AI l'honneur de vous remettre, ci-joint, copie d'une communication qui m'a été adressée par M. le Délégué d'Autriche-Hongrie au sujet de la proposition concernant les navires en quarantaine sans médecin à bord, que M. le Délégué de France devait faire au Conseil dans l'une de ses prochaines séances.

M. le Dr. Catelan ayant renoncé, pour le moment, à porter la question devant le Conseil, il n'y a pas lieu non plus de soumettre à MM. les Délégués les observations de M. le Dr. Klodzianowski; néanmoins, j'ai cru devoir vous faire connaître, à vous personnellement, et à titre de renseignement, l'opinion de M. le Délégué d'Autriche-Hongrie, d'autant plus qu'elle se rapporte spécialement aux mesures applicables aux navires qui se rendent en Angleterre.

Veuillez, &c.
Le Président par intérim,
(Signé) DR. ARDOUIN.

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No. 130.

*Sir E. Baring to the Marquis of Salisbury.—(Received June* 25.)

(No. 20. Commercial. Confidential.)

My Lord, *Cairo, June* 13, 1890.

IT may be desirable that I should submit some observations upon the despatches recently addressed to your Lordship by Sir Charles Cookson in connection with the proceedings of the Quarantine Board.

A determined attack on Mr. Miéville's administration has been made by several of the Delegates. It is alleged that the revenue and expenditure do not balance, and that in order to meet the deficit it is necessary, in the first place, to effect certain economies, and in the second place, to impose additional taxation.

It is most unfortunate that Mr. Miéville should be absent at this moment. By the united exertions of Dr. Mackie and myself, we have succeeded in getting the discussions postponed, but I fully agree with Dr. Mackie that it is essential that Mr. Miéville should return before the budget comes under discussion in October. Neither Dr. Mackie



nor myself have the time or the detailed knowledge of the administrative work to enable us to deal thoroughly with the subject. It is indeed to be regretted that Mr. Miéville should not have brought forward a project of reform himself rather than that it should have been left to the Delegates to do so.

Mr. Miéville assured me before he left that if some extraordinary expenditure which was paid out of the reserve fund were deducted there was no deficit; that the accounts of the year would almost certainly be more favourable than the estimates, and that reduction to the extent of about 600*l.* a-year would be effected, but only by dealing out very harsh measure in the direction of dismissing some old employés of the Government.

On the other hand, it is contended that, apart from any extraordinary expenditure, a serious deficit exists, that the revenue is falling, that the accounts of the year will turn out worse than the estimates, and that reductions to a considerably greater extent than 600*l.* a-year can be effected. I may mention that I had considerable difficulty in preventing a proposal being brought forward that Mr. Miéville's own salary should be reduced.

I would suggest that advantage should be taken of Mr. Miéville's presence in England for the whole subject to be discussed by him and the authorities at the Foreign Office, and that subsequently full instructions should be sent to me as to the course to be adopted by the British Delegate. Your Lordship will observe that Dr. Mackie asks for instructions (see Inclosure in Sir Charles Cookson's despatch No. 12 of the 10th June).

My own view is somewhat as follows.

I think the ordinary revenue and expenditure will have to be balanced.

I am altogether opposed to the imposition of any fresh taxes until all that is possible has been done in the way of reducing expenditure. The economies proposed by some of the Delegates very probably go too far. It would be undesirable to reduce the pay of the subordinate staff to such an extent as to risk the reintroduction of the system of "backscheish" which I believe Mr. Miéville's administration has done much to check. At the same time, it appears clear that considerable economies can, without objection, be effected.

If any taxes must be imposed, the least objectionable would, I think, be to make ships passing through the Canal in quarantine pay 5*l.* for the expenses of the employés who have to be placed on board them. This, however, would not yield much.

Next, there is the question of taking away the privileges now enjoyed by the postal steamers. I should much prefer that this question were not raised. On the other hand, I agree with Dr. Mackie in thinking that no very valid reason can be given for treating the postal steamers preferentially.

I would only fall back on the tax on merchandize as a last resort.

I fancy that some of the Delegates would prefer the tax on merchandize to the tax on postal steamers, but British interests are, I think, more especially concerned in resisting the imposition of the former tax.

I have, &c.
(Signed) E. BARING.

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No. 131.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 26. Commercial.)

Sir, *Foreign Office, June* 28, 1890.

I HAVE received your despatch No. 18, Commercial, of the 4th instant, inclosing correspondence regarding the passage of ships in quarantine through the Suez Canal, and possible proposals for the reorganization of the Egyptian Quarantine Board. I should be glad to learn if you would recommend any initiative action on the part of Her Majesty's Government in connection with these questions. If so, I should be glad if you submit to me, for consideration, any plan, or outline of plan, of which you would advise the adoption.

I am, &c.
(Signed) SALISBURY.

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No. 132.

*Sir C. Cookson to the Marquis of Salisbury.—(Received July 8.)*

(No. 13. Commercial.)

My Lord, *Alexandria, June* 24, 1890.

I HAVE the honour, with reference to my despatch No. 12, Commercial, of the 10th instant, to transmit a copy of a Report by Dr. Mackie, dated the 22nd instant, of an extraordinary meeting of Alexandria Maritime and Quarantine Sanitary Board, held on the 19th instant, in order to consider the economies possible in the Administration, in order to meet the deficiency in its revenue.

The Report, which was accepted by a majority of the Board, proposes economies which will, if carried out at once, effect a saving in the Administration of 1,439*l.* a-year, besides a further saving of 400*l.* by the sale of the steam launch at Suez. The consideration of certain other suggested economies is postponed until the next Budget is discussed. It appears that after the savings now recommended have been made there will, calculating on the basis of last year's receipts, be a deficit at the end of this year of no less than 1,760*l.*

Certain of the Delegates objected to the discontinuance of special allowances granted to officers of the Administration resident at Suez, on account of the high prices there of necessaries of life, but which are no longer justified on that account, and Dr. Mackie is of opinion that these allowances have been so long in existence that those who receive them now look upon them as part of their regular salary. He therefore proposes to compensate them by a small permanent increase of salary. He objects, also, to the suggestion that the anticipated deficit shall be partly met by reducing salaries generally to the rates of 1887-88.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 132.

*Dr. Mackie to Sir C. Cookson.*

Sir, *Alexandria, June* 22, 1890.

I HAVE the honour to inclose a copy of the Report of the Commission appointed to study the question of possible economies in the quarantine Administration, with a view to make up the deficit in the budget. The Report was presented to the Board at an extraordinary meeting held last Thursday, the 19th instant.

The propositions of the Commission were accepted by a majority of the Board. Several Delegates, chiefly those of France, Italy, and Portugal, strongly opposed the propositions which touched personal allowances which have been enjoyed by certain employés for a number of years. This opposition was strongly maintained with regard to proposition 1 to discontinue the allowance of 4*l.* a-month granted to employés of the Suez Sanitary Office some years ago on account of the then high price of the necessities of life. This allowance formed no part of this regular salary but was granted for a specific reason. This reason the Commission, after due inquiry, declares no longer exists, and proposed the suppression of the allowance. The employés of Suez having enjoyed the allowance for six or seven years naturally feel it a great hardship to be deprived of it. Personally, I sympathize with them, at the same time I do not think that it was ever intended that the allowance should be a permanent thing, and I think it has been a mistake on the part of the administration to allow it to go on so long without calling attention to it, thus giving it the character of permanent pay. I voted for its suppression, but when the order of the day was finished I begged to be allowed to make some observations on this proposition. I stated that I voted for the suppression of the allowance, not that I considered the employés did not deserve or require it, but because I considered it a most unsatisfactory state of things to be continued. By its long continuance the employés had come to look upon it as permanent pay and naturally felt it a great hardship to be deprived of it, although the reason for which it was given might no longer exist. I pointed out that the Suez Office was our most important one, the work to be done often implying great fatigue and requiring energy and judgment, while life in Suez is becoming more and more to a certain extent an exile. I proposed, therefore, leaving out of consideration the dearness or cheapness of actual living, that the employés



who had enjoyed this temporary allowance should be granted a small permanent increase of salary which would be an important thing in the end for them and would still be a small economy for the Board. A great many of the Delegates approved this proposition, and several of them proposed that it should be voted at once. The Delegate for Holland pointed out that it was not in the order of the day, and said if I persisted in bringing it forward before the presentation of next budget he would also bring forward the questions left over in the Report of the Commission. I replied that I simply made the proposition for the Board to consider, and was quite prepared to leave it till the presentation of the budget. I hope I shall then be able to carry it, as I consider it very necessary for British interests at Suez that the employés should be good men and well paid.

By the concluding paragraph of the Report you will see that after all the economies recommended by the Commission have been made, there still remains a deficit on last year's budget of 1,760*l.* It is not possible to say yet what this year's receipt will be as the most important time, viz., the return pilgrimage, has yet to come.

The proposition to be brought forward at the next budget to cut down the salaries of the employés to the figures at which they were before last increase in 1887-88 is, I think, a bad one and would have a demoralizing effect. I hope some other means will be adopted to make up the deficit.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 132.

*Second Report of the Committee appointed to consider Economies in Quarantine Administration.*

Messieurs,

LA Commission nommée, le 6 Mai, par le Conseil, pour rechercher les économies à réaliser dans le Service Quarantenaire, a été chargée, dans la séance du 17 du même mois, de compléter ses études et de recueillir de nouveaux renseignements à l'appui de ses propositions.

Aujourd'hui, après s'être renseignée auprès de plusieurs personnes compétentes, après avoir entendu les Directeurs des Offices Sanitaires de Suez, de Port-Saïd, et d'Alexandrie, votre Commission a l'honneur de vous soumettre le résultat de ses travaux.

1. Elle s'est occupée, en premier lieu, de l'allocation mensuelle de £ E. 4 accordée, il y a quelques années, aux employés de l'Office Sanitaire de Suez, en raison du prix élevé des denrées dans cette localité.

Des recherches faites à ce sujet par la Commission, ainsi que du relevé des prix courants annexé au présent Rapport et fourni par une personne notable, ayant habité Suez pendant un certain nombre d'années, et l'ayant quitté récemment, il résulte, qu'en général, les prix de revient des denrées alimentaires et des objets de première nécessité n'est pas plus élevé à Suez qu'à Alexandrie, et que, même en les majorant pour Port-Tewfik et l'Office Sanitaire, la différence n'est pas sensible.

En conséquence, la Commission est d'avis que l'allocation mensuelle de £ E. 4 accordée à chacun des employés de l'Office Sanitaire de Suez pour la cherté des denrées n'a plus de raison d'être et propose qu'elle soit supprimée à partir du 1er Juillet prochain.

Économie réalisée de ce chef par an, £ E. 240.

2. La Commission est d'avis que l'indemnité de frais de déplacement accordée aux commis du transit en quarantaine (P. E. 100 par employé) devra être supprimée à partir de la date sus-indiquée. Il n'y a pas lieu de la maintenir, attendu que les dépenses de nourriture et de séjour des employés du transit au lazaret, ainsi que le coût de leur voyage de retour, sont entièrement couverts par l'Administration. Au surplus, les déplacements pour lesquels on accorde cette indemnité aux dits commis constituent leur service même, service assez largement rétribué.

Toutefois, la Commission propose qu'il soit accordé, pour le voyage de retour, P.E. 150, au lieu de P. E. 122, en sorte que, si les employés du transit ont un repas à faire en route, il ne soit pas à leur charge.

Économie annuelle, calculée d'après le nombre des navires qui ont transité en quarantaine l'année dernière, £ E. 69.

3. La Commission, qui pensait tout d'abord ne devoir accorder qu'une gratification d'une livre par mois aux commis de Suez et de Port-Saïd, chargés du service de nuit, s'est ensuite ralliée à la proposition de M. le Président par interim ; elle est donc d'avis de porter le

chiffre de cette gratification mensuelle à £ E. 3 pour chaque commis, et d'accorder £ E. 1 pour les gardiens ou marins employés au même service. Cette allocation devra partir du 1er Juin courant. Soit £ E. 240 à retrancher de la somme de £ E. 1,000 produite par le service de nuit et devant être versée à la Caisse de l'Administration, conformément à la décision déjà prise par le Conseil.

Recette par an, £ E. 760.

4. La Commission vous avait proposé, Messieurs, de réduire à £ E. 180, au maximum, les dépenses occasionnées par le canot à vapeur d'Alexandrie, ou de vendre le dit canot, dans le cas où cette somme serait reconnue insuffisante.

A la suite d'un examen plus approfondi de la question, et M. le Dr. Burlazzi Bey, Directeur de l'Office Sanitaire du Port-Vieux d'Alexandrie, ayant été entendu, la Commission estime que l'entretien, le fonctionnement, et les réparations du canot coûteraient annuellement plus de £ E. 180; qu'il y a lieu, par conséquent, d'adopter la seconde alternative, c'est-à-dire, de le vendre.

M. le Dr. Burlazzi Bey a déclaré à la Commission que le service du port pourra très bien se faire sans canot à vapeur, au moyen de deux embarcations à rames dont le prix d'achat sera beaucoup plus que couvert par le produit de la vente du canot.

Il a été calculé que l'entretien de deux barques, y compris le surcroît des marins qu'il nécessite, entraînera une dépense annuelle de £ E. 120. On dépense actuellement pour le canot à vapeur £ E. 267½ par an.

Économie annuelle, £ E. 147½.

5. Les dépenses occasionnnées par l'embarcation à vapeur de Suez, dépense s'élevant à £ E. 859 par an, devraient être considérablement réduites, ce qui n'est guère possible avec la chaloupe d'un tonnage élevé et consommant beaucoup de charbon dont on se sert actuellement.

La Commission a entendu à ce sujet M. le Dr. Ferrari, et elle pense qu'il y aura lieu de vendre la dite chaloupe et de la remplacer par une autre, brûlant moins de charbon et étant d'un entretien moins coûteux; toutefois, avant de se prononcer, la Commission a voulu avoir l'avis d'un homme technique et tout à fait compétent.

Ne possédant pas encore l'appréciation de l'ingénieur qu'elle a consulté, la Commission vous demande, Messieurs, de vouloir bien, pour le moment, réserver cette question qui sera portée à l'ordre du jour de la séance ordinaire du commencement de Juillet.

La Commission, passant ensuite à l'examen des dépenses de toute nature faites dans les divers offices, est arrivé aux conclusions suivantes:

Administration Centrale:

Supprimer la dépense de £ E. 40 par an, payées à l'expert comptable chargé de vérifier la comptabilité tous les trois mois.

Économie par an, £ E. 40.

Offices de Suez:

Supprimer le cheval qui n'est plus nécessaire pour porter les dépêches au télégraphe et pour aller chercher la poste à Suez, un bureau postal et télégraphique ayant été établi à Port-Tewfik. Cette suppression a été décidée d'accord avec M. le Dr. Ferrari, Directeur de l'Office.

Économie par an, £ E. 26.

Réduire l'indemnité pour frais de courses accordée au Directeur de £ E. 20 à £ E. 6.

Économie par an, £ E. 14.

Le coût de la consommation d'eau qui est actuellement de £ E. 60, ne devra pas dépasser annuellement, pour le service de l'Office et pour celui de la chaloupe à vapeur, £ E. 32; ce qui correspond, à raison de 50 centimes la tonne, à 1,660 tonnes par an, soit 4½ tonnes par jour, quantité suffisante, de l'aveu même du Directeur de l'Office. Pour le moment, cette quantité est considérablement dépassée, par suite des vices de construction et de la vétusté de la conduite d'eau qui a plus de 1½ kilom. de longueur. Dans trois mois, ces inconvénients auront disparu, grâce aux mesures prises par l'Administration Quarantenaire d'accord avec la Compagnie du Canal Maritime, chargée de la distribution de l'eau à Suez.

Économie par an, £ E. 28.

Office de Port-Saïd:

Supprimer la gratification accordée au Médecin-Vétérinaire pour ces courses de la ville au point de débarquement des animaux venant par le Lac Menzaleh. Il résulte des renseignements recueillis par la Commission et confirmés par M. le Président par intérim et par M. le Dr. Belleli, Directeur de l'Office Sanitaire de Port-Saïd, que la durée du



trajet à parcourir est de vingt minutes environ; que le vétérinaire ne se rend au lac que lorsque des arrivages de bateaux lui sont signalées; une ou deux fois par semaine, quelquefois plus souvent; qu'il fait cette course, tantôt à pied, tantôt sur un baudet qui lui appartient.

Économie par an, £ E. 12.

La dépense annuelle pour l'eau fournie à l'Office est actuellement de £ E. 29; elle peut être réduite, selon l'avis de M. le Dr. Belleli, à £ E. 13, ce qui correspond, à raison de 75 centimes la tonne, à 624 tonnes par an, soit environ 1¾ tonne par jour.

Économie par an, £ E. 11.

Supprimer un emploi de gardien et un emploi de marin, M. le Dr. Belleli ayant déclaré que le service n'en souffrirait pas.

Économie par an, £ E. 48.

Office du Port-Vieux d'Alexandrie:

Réduire la gratification accordée au Médecin-Vétérinaire pour ses courses de £ E. 36 à £ E. 6.

Économie par an, £ E. 30.

Supprimer l'allocation des frais de voiture accordée à M. de Directeur de l'Office.

Économie par an, £ E. 13½.

Lazaret du Gabbari:

La Commission reconnaissant qu'au Gabbari l'eau est nécessaire, non seulement pour le maintien de la propreté du lazaret, mais aussi pour l'arrosage des arbres qui ombragent les sections des passagers en quarantaine, renonce à réduire la quantité de l'eau employée.

Total des économies, £ E. 1,439.

Les membres de la Commission sont d'accord pour ajourner, jusqu'à l'époque où le bilan de l'Exercice courant et le projet de budget pour l'Exercice prochain seront présentés au Conseil, la discussion des propositions suivantes:—

Supprimer les fonctions de Chef de l'Agence Sanitaire d'Ismaïlia.

Supprimer les fonctions de Chef Commis à Tor.

Remettre, à partir du prochain Exercice, les traitements des employés aux chiffres où ils étaient portés dans le budget de 1887-88.

Il est bien entendu que la demande collective de renvoi présentée aujourd'hui, ne préjuge en rien l'opinion de chacun des membres de la Commission sur ces trois questions, et laisse entière leur liberté d'appréciation.

Le total des économies que nous venons d'avoir l'honneur de vous proposer, Messieurs, atteint le chiffre de £ E. 1,439, auquel il y aura probablement lieu d'ajouter £ E. 400 environ, que la Commission a l'espoir d'économiser sur les frais de la chaloupe à vapeur de Suez; soit en tout £ E. 1,839. D'autre part, il résulte du bilan du dernier Exercice budgétaire que les dépenses ont dépassé les recettes de £ E. 3,599. En retranchant de cette dernière somme le montant des économies proposées, il reste encore un déficit de £ E. 1,760 à combler.

(Signé) Dr. ARDOUIN.
Dr. VARENHORST.
Dr. DEMECH.
Dr. ZANCAROL.
Dr. DUCA.

*Alexandrie, le* 16 *Juin*, 1890.

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No. 133.

*Sir C. Cookson to the Marquis of Salisbury.*—(*Received July* 23.)

(No. 15. Commercial.)

*Alexandria, July* 11, 1890.

My Lord,

I HAVE the honour to forward herewith a copy of a despatch and its inclosures which I have received from Dr. Mackie respecting a meeting of the Sanitary Board which took place on the 2nd instant. Dr. Mackie states that it was decided to reduce the working expenses of the steam-launch of the Sanitary Office at Suez by 282*l.*, and that the Committee of Finance presented its Report for the third quarter of the financial year,

from which it appears that on the 30th June there was an excess of expenditure over receipts of 3,065*l.*

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 133.

*Dr. Mackie to Sir C. Cookson.*

*Alexandria, July* 5, 1890.

Sir,

I HAVE the honour to report that a meeting of the Maritime and Quarantine Sanitary Board was held on Wednesday the 2nd instant, Dr. Ardouin Bey presiding.

After hearing a report by the Commission of Economies, it was decided to retain the steam launch of the Sanitary Office at Suez, but to reduce its working expenses in accordance with a report by an expert engineer, by which it is hoped to effect an economy for the Administration of 282*l.* a-year, which is a considerable saving in the working of one steam launch.

It remains to be seen, however, after sufficient trial whether the launch can be worked effectually at this reduced rate.

The Committee of Finance in accordance with a Resolution of the Board at a former meeting presented its Report on the financial position for the third quarter of the financial year. This Report will be presented in brief, for the future, every three months to keep the Board informed of the state of the budget, in consequence of the large deficit which has lately occurred. According to this Report, which I inclose, there was on the 30th June an excess of expenditure over receipts of 3,065*l.*, or a mean quarterly excess of 1,022*l.*, and this without any extraordinary expenses having been incurred. It is hoped that under ordinary circumstances the deficit will be a few hundred pounds less than last year.

If the economies already decided on can be carried out without injuring the service a great part of the deficit will be made up, and it will probably not be necessary to impose more new taxes except sanitary dues on postal steamers to make up the rest; but this cannot be stated with certainty till the end of the financial year.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 133.

*Meeting of the Maritime and Quarantine Sanitary Board.*

*Alexandrie, le* 27 *Juin*, 1890.

Messieurs,

LA Commission, qui avait encore à vous soumettre son avis relativement à la chaloupe à vapeur de l'Office Sanitaire de Suez, a l'honneur de vous présenter, aujourd'hui, le résumé du Rapport très complet et très bien fait que lui a fait parvenir, à ce sujet, M. Maubert, Ingénieur-en-chef de la Compagnie du Canal Maritime à Suez, et de vous demander de vouloir bien adopter les conclusions de ce Rapport.

M. Maubert dit:—

(*a.*) Il résulte des observations faites, pendant cinq jours consécutifs, à bord de la chaloupe, par un mécanicien spécial que j'ai mis sur cette chaloupe, ainsi que des constatations que j'ai faites moi-même, que la consommation moyenne, journalière, du combustible, en charbon de Cardiff, est de 300 kilog., ce qui fait 9 tonnes par mois, soit 100 tonnes par an, en déduisant un mois pour réparations et mise à sec de la chaloupe. C'est là une faible consommation de combustible; c'est le minimum obtenu jusqu'à ce jour dans les générateurs de marine. Cette faible consommation est due à la perfection de la machine, à l'excellente qualité de la chaudière, et à la pression de 10 kilog. qui peut être obtenue.

Pour la machine, le devis des dépenses annuelles peut être établi comme suit:—

| | Fr. c. |
|---|---|
| 100 tonnes charbon, à 40 fr. .. .. .. .. .. | 4,000 00 |
| 180 kilog. huile de ricin pour le graissage, à 1 fr. .. .. .. | 180 00 |
| 72 kilog. étoupe blanche, à 75 c. .. .. .. .. | 54 00 |
| 36 kilog. savon noir, à 50 c. .. .. .. .. .. | 18 00 |
| 24 balais bruyère, à 30 c. .. .. .. .. .. | 7 20 |
| Pièces de rechange, matières diverses pour entretien: boulons, axes, torons, minium, céruse, brosses, huile, &c., outils diverses, à raison de 1 fr. par jour .. .. .. .. .. .. | 360 00 |
| Total pour la machine .. .. .. .. | 4,619 20 |



Dépenses annuelles pour l'entretien de la coque, du pont, &c.:—

| | Fr. c. | |
|---|---|---|
| 36 kilog. savon noir, à 50 c. .. .. .. .. | 18 00 | |
| 36 kilog. potasse, à 25 c. .. .. .. .. | 9 00 | |
| 12 brosses à pont, à 1 fr. 75 c. .. .. .. | 21 00 | |
| 24 balais bruyère, à 30 c. .. .. .. .. | 7 20 | |
| Peintures sous-marines pour mise sur cale, deux fois par an | 200 00 | |
| Frais de Dry Dock.. .. .. .. .. | 200 00 | |
| Matières diverses: grattes, crochets, pinceaux, minium, huile de lin, essence, pour toute la coque intérieure et extérieure, et pour les cabines .. .. .. | 200 00 | |
| Toile pour l'entretien de la tente, cordages, amarres, &c. .. | 250 00 | |
| Total pour l'entretien de la coque .. .. | | 905 20 |

*Personnel.*—Le personnel peut être réduit d'un chauffeur, mais il ne peut être fait d'autre réduction. Si la chaloupe est en très bon état, ce qui lui assure une longue durée, c'est aux qualités de son personnel et principalement de son mécanicien, où il faut en attribuer la cause. Si le personnel était moins bon, il y aurait des risques à courir, tant au point de vue de la prompte détérioration des organes moteurs, qu'à celui de la sécurité, qui ne peut être assurée absolument que par un homme possédant un diplôme de maître mécanicien.

La dépense annuelle, pour le personnel, doit donc être établie comme suit:—

| | Fr. c. | |
|---|---|---|
| Patron .. .. .. .. .. | 3,000 00 | |
| Mécanicien .. .. .. .. .. | 4,200 00 | |
| Chauffeur .. .. .. .. .. | 1,200 00 | |
| Deux matelots .. .. .. .. | 1,500 00 | |
| | | 9,900 00 |
| Total général des dépenses .. .. .. .. | | 15,424 00 |

Il y aurait avantage à acheter le charbon et autres matières à Alexandrie, et à les expédier à Suez; on pourrait ainsi obtenir, sur le chiffre de la dépense, une économie de 424 fr. au moins; en sorte que ce chiffre serait ramené à 15,000 fr., soit £ E. 577.

(*b.*) Une chaloupe plus petite que celle dont on se sert actuellement coûterait autant, sinon plus, en combustible, car, pour les chaloupes de petits échantillons, on ne peut pas employer les mêmes types de chaudières que pour celles de grand modèle; or, la chaloupe de l'Office Sanitaire doit sa faible consommation à sa machine "Compound," mais surtout à la pression de 10 kilog. à laquelle sa chaudière peut être portée, tandis que la pression que l'on atteint avec les chaloupes de petit modèle ne dépasse pas 5 kilog.

En un mot, il ne doit pas être affecté au service de la rade une chaloupe trop petite, car le service ne serait pas assuré en hiver et pas toujours en été, et parce qu'elle n'apporterait pas d'économie.

La Commission adoptant les conclusions du Rapport de M. Maubert, vous propose, Messieurs—

1. De conserver la chaloupe à vapeur dont on se sert à l'Office de Suez.
2. De réduire les dépenses qu'elle occasionne, de £ E. 859, chiffre actuel, à £ E. 577, chiffre fixé par l'ingénieur expert.

Économie par an, £ E. 282.

Veuillez, &c.
(Signé) Dr. ARDOUIN.
Dr. VARENHORST.
Dr. DEMECH.
Dr. ZANCAROL.
Dr. DUCA.

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## Inclosure 3 in No. 133.

*Report of the Committee of Finance.*

VOTRE Comité des Finances a l'honneur de vous soumettre le bilan des trois premiers trimestres de l'Exercice budgétaire.

| | £ E. |
|---|---|
| A la date du 30 Juin, 1890, le montant des dépenses effectuées par l'Administration est de .. .. .. .. .. .. | 15,873 |
| Celui des recettes réalisées est de .. .. .. .. .. | 12,808 |
| Différence .. .. .. .. .. .. | 3,065 |

Soit, en moyenne, une différence par trimestre de £ E. 1,022.

| | |
|---|---|
| Au 30 Septembre, 1889, l'Administration avait un fonds de réserve de .. | 23,695 |
| Au 30 Juin, 1890, cette réserve est de.. .. .. .. .. | 20,630 |
| Elle est par conséquent diminuée de.. .. .. .. | 3,065 |

Somme qui correspond exactement au déficit que nous venons de constater dans le bilan des neuf premiers mois de l'Exercice courant.

Il ne faut pas en conclure qu'à la fin de l'Exercice, c'est-à-dire, dans trois mois, ce déficit se sera grossi d'une somme de £ E. 1,022, équivalant à la perte moyenne, calculée pour un trimestre, et qu'il devra, par conséquent, atteindre le chiffre de £ E. 4,087. Il n'en sera pas ainsi, et à la fin de l'année, le déficit se maintiendra, à 100 ou 150 livres près, au chiffre où nous le trouvons aujourd'hui.

En effet, pendant les trois derniers mois de l'année budgétaire courante, nous percevrons les taxes quarantenaires auxquelles sont soumis les pèlerins au Campement de Tor, taxes dont le produit net, tous frais déduits, s'élève en moyenne à £ E. 892. Vous voyez, Messieurs, que la différence entre les recettes et les dépenses ne dépassera pas, cette année-ci, la somme de £ E. 3,200, qui est elle-même inférieure au chiffre de £ E. 3,599, représentant le déficit de l'année dernière.

Veuillez, &c.
Les Membres du Comité des Finances,
(Signé) DR. ARDOUIN.
DR. G. ZANCAROL.
DR. VARENHORST.

*Alexandrie, le* 30 *Juin*, 1890.

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## No. 134.

*Mr. Portal to the Marquis of Salisbury.—(Received July* 23.)

(No. 27. Commercial.)

*Cairo, July* 15, 1890.

My Lord,

I HAVE consulted the British Delegate on the International Quarantine Board on the subject raised by your Lordship's despatch No. 26, Commercial, of the 28th ultimo. Dr. Mackie is of opinion that the Austrian Delegate, who, as your Lordship is aware, has for some time past been the originator of many of the difficulties which have from time to time arisen, is now inclined somewhat to change his line of action, and to withdraw, to a certain extent, his opposition on some of the points most important to English interests, such as the passage of ships through the Canal in quarantine. The Austrian Delegate is now at Vienna, and is thought to be now submitting to the Austrian Government certain modifications which he proposes to bring before the Quarantine Board on his return. It is not known clearly of what these proposals consist, and there is, moreover, some reason to think that Dr. Klodzianowski, the Austrian Delegate, may possibly not return to Egypt at all. Under these circumstances it might, perhaps, be advisable to allow events to develop themselves for a little while, and I would not, therefore, recommend that any initiative action be immediately taken by Her Majesty's Government in connection with this question.

I have, &c.
(Signed) G. H. PORTAL.

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## No. 135.

*Memorandum communicated to the Marquis of Salisbury by Count Deym, July* 29, 1890.

*Propositions au sujet d'une Réforme du Conseil Sanitaire à Alexandrie.*

(Secret.)

LA situation financière du Conseil Sanitaire en Égypte paraît actuellement de nature à appeler sur elle l'attention sérieuse des Gouvernements intéressés, dans le but de l'établir sur une base moins précaire et mieux assurée.

Le budget normal du Conseil s'élève à environ 24,000*l.*, et le déficit annuel des derniers Exercices un montant du 5,000*l.* à 6,000*l.* Considérant que les réformes projetées dans l'administration du budget équivaudront à une réduction des dépenses d'environ 2,000*l.* par an, il résulterait que les recettes estimées à 1,800*l.* d'une taxe de 5*l.* sur chaque bâtiment passant le Canal en quarantaine et de 1*l.* pour chaque paquebot suffiraient à couvrir approximativement les exigences du budget normal.

D'après les vues du Gouvernement Impérial et Royal une révision du Règlement du Conseil pourrait être opérée sur les bases suivantes.

Les bâtiments Anglais infectés ou non seront libres de passer le Canal de Suez sans quarantaine, sous les trois conditions suivantes:—

1. L'arraisonnement et l'interrogatoire se feront à Suez; de même qu'ils se pratiquent actuellement même vis-à-vis des bâtiments de guerre de Sa Majesté la Reine, sous foi de serment délivré par le Commandant.

Cette mesure aurait le but de constater l'état sanitaire du bâtiment et les considérations de statistique suffiraient à elles seules pour les rendre indispensables.

2. Tout bâtiment infecté ou suspect sera accompagné durant son passage par le Canal par deux gardiens sanitaires dignes de confiance, dont la mission principale consisterait à empêcher tout contact entre le bâtiment et les personnes ou objets se trouvant sur les bords du Canal. Il résulte de ce qui précède qu'un bâtiment admis en passage dans les conditions qui précèdent ne pourra ni embarquer ni débarquer des personnes ou des marchandises pendant le trajet.

3. Pour exercer le contrôle voulu afin que tout bâtiment infecté ou suspect prenne effectivement le cours indiqué et ne puisse, avant d'arriver au port Anglais pour lequel il est destiné, toucher en route des ports appartenant à d'autres Puissances, la sortie d'un tel bâtiment ainsi que son port de destination en Angleterre seront signalés de Suez par voie téléphonique aux principaux ports de la Méditerranée à moins que l'insertion dans les papiers du vaisseau, d'une clause constatant l'inspection du bâtiment, son passage en quarantaine, et sa destination ne soit considérée comme garantie suffisante.

Pour ce qui est de l'Autriche-Hongrie il est a présumer qu'il suffira que le port de Trieste fût avisé.

Dans le but de prévenir toute déviation du cours indiqué de la part du capitaine d'un tel bâtiment il importerait d'établir les dispositions pénales voulues, l'application desquelles incomberait à l'État auquel appartiendrait le bâtiment en question, à moins que l'imposition de ces amendes ne soit concédée à l'État, dont le territoire aurait été abordé.

Les bâtiments autres que ceux sous pavillon Britannique seront libres ou d'opérer le passage en quarantaine dans les conditions indiquées ci-dessus, ou de se soumettre à la quarantaine réglementaire.

Le Conseil Maritime aurait sur la base des Règlements actuellement en vigueur à élaborer les dispositions réglant la quarantaine dont l'application sévère offrirait toujours une certaine garantie contre l'importation d'épidémies en Égypte.

De même il est à supposer que les différents États dont les provenances arrivent en Égypte en état infecté préféreront qu'elles soient soumises déjà en Égypte à la quarantaine.

Le montant des taxes de 5*l.* pour un bâtiment passant le Canal en quarantaine et de 1*l.* pour les paquebots paraîtrait trop insignifiant pour donner lieu à des objections.

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## No. 136.

*The Marquis of Salisbury to Count Deym.*

*Foreign Office, August* 4, 1890.

M. l'Ambassadeur,

YOUR Excellency was good enough to leave with me, on the 29th ultimo, a Memorandum, containing certain proposals, having for their object: (1) the amelioration

of the present financial condition of the Alexandria Quarantine Board; and (2) the conditions under which vessels coming under the category of "infected" may, in future, be permitted to pass through the Suez Canal in quarantine.

With regard to the first point, I think it right to observe that, although the finances of the Board may not be in so satisfactory a state as in former years, and that certain economies, and possibly new taxes, may be necessary to restore their equilibrium, there are scarcely grounds for anticipating so large a deficit on the current year as that mentioned in your Excellency's Memorandum.

The second point will require some consideration as to its details, and the precise nature of the "arraisonnements" contemplated at Suez; and the question of enforcing penalties is also a matter in respect of which it will be necessary to consult other Departments of Her Majesty's Government.

The general principles, however, of the proposals contained in your Memorandum do not, so far as I can at present see, present any insuperable difficulty; and I beg leave to assure you that they shall receive the attentive consideration of Her Majesty's Government.

I have, &c.
(Signed) SALISBURY.

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No. 137.

*The Marquis of Salisbury to Count Hatzfeldt.*

*Foreign Office, August* 5, 1890.

M. l'Ambassadeur,

WITH reference to Count Metternich's inquiry at this Office, on the 1st instant, as to the steps to be taken with the view to restoring the equilibrium of the finances of the Egyptian Quarantine Board at Alexandria, I have the honour to acquaint your Excellency that Her Majesty's Government have at present under their consideration certain proposals with this object in view, and that a further communication on this subject will in due course be addressed to the Imperial Government.

I have, &c.
(Signed) SALISBURY.

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No. 138.

*The Marquis of Salisbury to Mr. Portal.*

(No. 31. Commercial. Confidential.)

*Foreign Office, August* 7, 1890

Sir,

WITH reference to your despatch No. 27, Commercial, of the 15th ultimo, I transmit herewith, for your information, a copy of a Secret Memorandum left with me by the Austrian Ambassador at this Court on the 29th ultimo, and of my reply thereto, respecting certain measures of reform which his Excellency's Government are desirous of effecting in the Maritime and Quarantine Board at Alexandria.*

As regards the question of the finances of the Board, I have to observe that, while the Austrian note estimates the deficit on the current year at between 5,000*l.* and 6,000*l.*, Sir Charles Cookson, in a recent despatch, puts it at 1,760*l.* only. Mr. Miéville, again, takes a still more optimist view, being apprehensive of little, if any, deficit when the accounts for the current year come to be finally made up. Be this however as it may, the matter is one that rests with the Board itself to discuss when the budget for the ensuing year is considered in the autumn. The British Delegate will then be better able to form an opinion as to what economies or taxes are really necessary. Her Majesty's Government have already intimated to Sir Charles Cookson that they see no objection in principle to the non-exemption of mail steamers from sanitary dues in future; and further to dues being levied on vessels which are permitted to pass through the Canal in quarantine, so long as their amount is based on the nature of the services rendered, and are not of a penal character. You will perceive that Count Deym's Memorandum makes mention of a tax of 5*l.* "sur chaque bâtiment passant le Canal en quarantaine, et de 1*l.* pour chaque paquebot." I am in some doubt as to whether the 1*l.* referred to is in addition to the 5*l.*, and also whether some discontent might not be engendered if large and small craft were alike subjected to the same impost. It seems to be a matter for consideration whether a

* Nos. 135 and 136.



*pro rata* scale might not with advantage be substituted for a fixed charge which would bring in the same sum, and under which vessels would be taxed, as under ordinary circumstances, according to their tonnage. On this point, however, I should be glad to learn the opinion of Dr. Mackie.

Passing on to the conditions under which the Memorandum proposes that British vessels should be allowed to pass through the Canal in quarantine, I have to observe that, with regard to (1) much would depend upon the nature of the "arraisonnement" proposed at Suez. In principle it is not open to objection, and is, moreover, required by the existing "Règlement." All that seems necessary, therefore, is to ascertain precisely what formalities would be necessary, and to secure proper safeguards against unnecessary delays and useless measures of disinfection.

With regard to what may be termed the penal clause under heading 3, I have to remark that there is no power vested in the Government of this country to punish vessels for proceeding to a destination other than that to which they state they are bound. As far as I am aware, cases of such kind are not of frequent occurrence, and the proposal is doubtless only made in consequence of the recent regrettable incident of the steam-ship "Fulford." In order, however, to prevent the recurrence of an episode of that nature, vessels might be required to enter into a bond, at Suez, pledging themselves under forfeiture thereof to proceed direct to the port for which they are bound, subject always to emergencies occasioned by stress of weather or *force majeure*, due provision for which could be made in the bond. I apprehend that some such measure as this would meet all the requirements of Austria and other European countries, and would be regarded as not unreasonable by the shipping interests concerned.

I have accordingly to request you to discuss the Austrian proposal with Dr. Mackie, without loss of time. I should be glad to receive any observations he may have to offer thereupon in detail. The proposals on the whole seem to me fair and reasonable, and far more moderate in their demands than suggestions as to the reconstitution of the Board which have been put forward in previous years from the same source. For these reasons it is desirable that they should be met in a conciliatory spirit, and adopted as far as possible. The Austro-Hungarian Government are, moreover, desirous of receiving a reply by September next. It might expedite matters if Dr. Mackie were to embody in a Memorandum a project of reform based on these proposals, which I could submit to the Austrian Government, and, subject to their concurrence, invite them to seek the co-operation of other Powers in carrying them into effect.

As the Austro-Hungarian Government wish to have an answer by September, it would be convenient that the substance should be sent by telegraph.

I am, &c.
(Signed) SALISBURY.

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No. 139.

*Count Tornielli to the Marquis of Salisbury.—(Received August* 19.)

(Translation.)

*London, August* 12, 1890.

My Lord,

HIS Majesty's Government has for some time given attention to the sanitary service of the Red Sea and adjacent countries. The matter, which was made the object of special investigations, was treated with particular interest in view of the fact that it is now generally known that a good defensive service in the above-mentioned regions constitutes the most efficacious if not the only means of protecting the States of Europe and of America from invasions of cholera and other infectious diseases of Asiatic origin.

The Public Health Department in His Majesty's Ministry of the Interior has, on the basis of the above conception, elaborated a project, the lines of which are described in the Memorandum, which I have the honour, under instructions from the King's Government, to communicate to your Excellency. I beg to inclose two copies, and to request that one of these copies may be transmitted to the India Office.

I would beg your Excellency to examine this Memorandum with as little delay as possible in view of the importance and urgence of the matter, and I shall be obliged if your Excellency will inform me of the reply which Her Majesty's Government think they may be able to make to the proposal of my Government that they should be represented

on the Technical Commission which it is proposed to name for considering the question of the international maritime sanitary service in the Red Sea.

I have, &c.
(Signed) G. TORNIELLI.

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Inclosure in No. 139.

MINISTÈRE DE L'INTÉRIEUR DU ROYAUME D'ITALIE.

(*Direction de la Santé Publique.*)

*Considérations et Propositions à présenter aux principales Puissances Européennes et Américaines, sur la réorganisation du Service Sanitaire, particulièrement dans la Mer Rouge, et en général sur le Service Maritime International, pour la Prophylaxie Internationale contre les Épidemies d'origine Asiatique.*

AFIN de défendre l'Europe contre l'invasion du choléra et autres maladies infectieuses d'origine Asiatique, on a depuis longtemps reconnu comme exclusivement utile l'adoption de sérieuses mesures sanitaires en Orient et précisément dans les pays limitrophes de l'Europe, jusqu'aux limites les plus reculées de l'endémicité normale de ces maladies.

Le Règlement annexé à la Convention Sanitaire Internationale de Paris du 5 Février, 1852, contient, il est vrai, des dispositions spéciales relatives au service sanitaire en Turquie et en Égypte, et notamment l'adjonction de vingt-six médecins Européens, investis de fonctions spéciales, ainsi que la confirmation de l'institution d'un Conseil Supérieur à Constantinople et d'une Intendance Sanitaire à Alexandrie d'Égypte.

Une prépondérance très accentuée de l'action des Gouvernements locaux s'est cependant établie dans ce Conseil et dans cette Intendance, par effet de leur composition même, la moitié des fonctionnaires étant nommée par ces Gouvernements, tandis que l'autre moitié résulte de l'ensemble des Délégués des différentes Puissances intéressées.

De telles dispositions, sages et opportunes à l'époque où elles ont été appliquées, sont cependant tout à fait insuffisantes à l'époque actuelle, alors que les dangers d'importation des maladies infectieuses de l'Orient sont extraordinairement augmentés en raison des nouvelles voies d'importation et des moyens de communication plus rapide entre les régions Asiatiques et les États Européens. Ces mêmes dispositions ne répondent plus, d'autre part, aux progrès faits récemment dans le champ de la prophylaxie des maladies infectieuses.

Toutes les Conférences Sanitaires Internationales, à partir de celle de 1866, ont admis la nécessité de pourvoir à une meilleure organisation du service sanitaire en Orient, et spécialement sur le littoral de la Mer Rouge, là où la santé publique est le plus souvent menacée à cause surtout des pèlerinages de la Mecque et de la navigation dans le Canal de Suez, et où, d'autre part, les mesures de précaution peuvent être d'autant plus efficaces qu'elles n'ont en vue que les provenances par voie de mer.

Malgré cela aucune mesure définitive n'a été prise par les Gouvernements intéressés, de sorte qu'aujourd'hui encore le service sanitaire en Orient se trouve presque exclusivement réglé par la Convention Internationale de 1852 et par le Règlement y annexé.

Encore faut-il ajouter que les dispositions de cette Convention et de son règlement ne peuvent avoir une exécution rationnelle; malgré leur bonne volonté, les Gouvernements locaux se trouvent dans l'impossibilité de satisfaire par eux-mêmes à toutes les exigences de ce service délicat, lequel devient par suite tout à fait illusoire. Et, à part l'insuffisance des moyens indispensables pour le bon fonctionnement du service de prophylaxie locale, on ne pourrait même pas dire qu'il existe une surveillance et une direction internationale conformes à l'esprit de la Convention.

Bien qu'il soit reconnu que les Délégués des Puissances Contractantes font aussi partie du Conseil Supérieur de Santé de Constantinople et de l'Intendance Sanitaire Maritime d'Alexandrie, toutefois, comme les éléments locaux y ont une très forte prépondérance, le Conseil et l'Intendance en question manquent d'un véritable caractère international et les intérêts généraux ne peuvent pas toujours y prévaloir sur les intérêts locaux.

On vérifie à chaque instant ce fait anormal, qu'un service d'une importance aussi vitale, non seulement pour les pays limitrophes de la Mer Rouge, mais pour tous les États Européens et même pour ceux de l'Amérique, se trouve placé sous la dépendance presque absolue des Gouvernements Ottoman et Égyptien. Ces mêmes Gouvernements, d'autre



part, doivent supporter toutes les charges de ce service, et il est évident que les frais en question, lorsqu'on se sera décidé à établir une organisation complète et bien ordonnée, atteigneront un chiffre très élevé.

Il est à croire que ces considérations générales suffiront à démontrer la nécessité de ne plus retarder l'application pratique des principes arrêtés depuis longtemps et des vœux si souvent répétés afin de faire cesser un état de choses qui, tout en étant très dispendieux, laisse subsister de sérieux dangers.

Cela étant admis, voici les bases sur lesquelles le Gouvernement Italien juge utile une entente spéciale des Puissances intéressées.

L'accord devrait avoir pour but principal l'organisation de deux services sanitaires internationaux distincts: l'un pour régler et assurer l'application des mesures reconnues nécessaires pour empêcher du côté de l'Orient la propagation de toute maladie infectieuse par la voie de terre; l'autre pour organiser et assurer la même défense par la voie de mer.

Pour ce qui concerne les moyens de défense par la voie de terre il n'y a pas de doute que ce service regarde essentiellement les Gouvernements Locaux; aussi serait-il juste de laisser prédominer jusqu'à un certain point leur influence dans l'organisation et la direction de ce service. Il suffira pour cela que les Puissances Européens conservent leur Représentant spécial dans le Conseil Supérieur de Santé de Constantinople et d'Alexandrie et qu'elles provoquent, s'il est possible, la formation d'un Conseil semblable en Perse, en admettant toujours que la moitié des membres de ces Conseils soit formée par des éléments locaux.

Il est nécessaire que le service sanitaire local soit ainsi surveillé dans les régions de l'Orient limitrophes de l'Europe, afin d'assurer l'adoption de mesures promptes et efficaces en cas de menace d'invasion épidémique; car il serait difficile de défendre les régions Européennes alors qu'une épidémie y aurait pénétré.

Pour ce qui regarde, au contraire, le service de défense par la *voie de mer*, sur le littoral de la Mer Rouge et du Canal de Suez, il n'existe pas de raison qui puisse prévaloir en faveur de l'action de telle ou de telle autre Puissance, parmi celles qui sont cointéressées à la défense contre les maladies pestilentielles provenant de l'Orient. Il est donc absolument nécessaire de constituer une action collective de toutes ces nations, si l'on veut donner au service sanitaire une organisation complète et convenable, et exercer la surveillance active et rigoureuse qui seule peut lui assurer un bon fonctionnement.

Lorsque les bases de cet accord seront fixées, la réglémentation du service sanitaire proposé se trouvera d'autant plus facile que les lignes principales en ont été amplement discutées et soigneusement tracées déjà dans les différentes Conférences Sanitaires réunies jusqu'ici et dans les publications des écrivains les plus autorisés.

Ces lignes principales peuvent du reste se résumer dans les propositions suivantes:—

1. Institution d'une Commission Internationale permanente et autonome, chargée de la direction du Service Sanitaire International dans la Mer Rouge.

2. Institution de deux Bureaux Sanitaires Internationaux, chargés de l'inspection médicale des navires qui de l'Océan Indien entrent dans la Mer Rouge et de ceux qui de la Mer Rouge se dirigent vers la Méditerranée. Le premier de ces bureaux doit fonctionner au détroit de Bab-el-Mandeb, l'autre dans le voisinage de Suez.

3. Institution auprès de chacun de ces bureaux d'une station sanitaire internationale dans laquelle les bâtiments puissent convenablement passer par toutes les mesures quarantenaires et de désinfection auxquelles il y aurait lieu de les soumettre.

La Commission Internationale sera composée de Délégués de chacune des nations contractantes et devra être essentiellement technique.

Les bureaux et les stations que nous venons d'indiquer resteront, ainsi que le personnel respectif, sous la dépendance immédiate de la dite Commission Sanitaire Internationale.

Toutes les opérations de ces bureaux et de ces stations, les frais d'établissement et de fonctionnement doivent être examinés et contrôlés par la dite Commission; les dépenses devront être à la charge des différents États dans une proportion à déterminer.

La Commission établira des règles spéciales pour les différentes branches de ce service international, en spécifiant les mesures préventives à imposer dans chaque cas et le traitement quarantenaire à employer dans les circonstances particulières pour les navires, les personnes, et les marchandises; de même, elle s'occupera de réglementer le choix des médecins, du personnel administratif et de service, les obligations et les devoirs inhérents aux différentes catégories d'employés, &c.

Il serait indispensable que le personnel médical fut composé d'hygiénistes, ayant fait des études spéciales de bactériologie et d'épidémiologie, et possédant au plus haut degré la compétence nécessaire à l'exercice de leurs fonctions.

Le corps des gardes sanitaires devrait être recruté—tellement leurs attributions sont importantes et délicates—parmi les individus présentant des conditions spéciales de moralité et de capacité, tels que les anciens sous-officiers de l'armée ou de la marine, et les employés des stations maritimes locales des États ayant adhéré à la Convention.

Pour les stations sanitaires internationales, la Commission devra choisir des localités bien isolées, d'un accès facile aux navires et offrant un mouillage sûr; elle devra disposer de locaux spacieux pour les personnes en observation, d'infirmeries pour les malades, de bains, d'appareils de désinfection et de bouanderie par la vapeur et de tout ce qui est nécessaire dans un établissement destiné à recueillir, à certains moments, un nombre considérable de personnes de tout âge et de toute condition.

Pendant que cette Commission ferait les études qui lui sont confiées et dirigerait l'organisation de cette institution internationale, il serait de toute nécessité d'établir les bases essentielles d'un Règlement International uniforme pour le service sanitaire à bord des navires et en particulier de ceux provenant de l'Orient.

A ce propos il serait surtout utile de déterminer:

1. Les mesures à adopter dans les ports d'embarquement pour l'admission à bord des personnes, des objets à usage personnel et domestique et des marchandises, aussi bien dans les cas ordinaires que lorsqu'il s'agit de ports contaminés;

2. L'installation à bord d'appareils de désinfection ou de lavage pour les objets à usage personnel et domestique, suivant l'importance des navires;

3. Les conditions à exiger des agents admis à faire le service médical à bord.

Entre-temps et jusqu'à ce que le service de surveillance dans les stations sanitaires de la Mer Rouge ait été définitivement réglé, la Commission devra déterminer les mesures de précaution à appliquer pour le passage des navires en quarantaine dans le Canal de Suez; les conditions actuelles, telles qu'elles sont, ne pouvant être regardées comme efficaces et ne constituant qu'une gêne qu'il serait peut-être utile de supprimer dans l'intérêt du commerce international.

Afin d'éviter toutes les questions sur lesquelles, en raison des conditions particulières aux différentes nations et des idées qui prévalent chez elles, l'accord serait difficile et au sujet desquelles on n'arriverait assurément pas à des conclusions universellement acceptées et appliquées, il serait bon de ne pas s'occuper des mesures que chaque nation croit utile de prendre dans son propre intérêt, en dehors de celles qui ont un intérêt commun.

Dans le but de parvenir à une entente entre les diverses Puissances sur la définition pratique et l'adoption de ces propositions ou d'autres analogues, il serait de toute nécessité de réunir le plus tôt possible, dans la localité qui sera jugée la plus convenable, une Commission Internationale de Délégués Techniques des diverses nations Européennes et Américaines, avec mission d'établir les bases de cette institution internationale et de l'organiser de sorte qu'elle puisse ensuite fonctionner régulièrement.

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No. 140.

*The Marquis of Salisbury to Count Tornielli.*

M. l'Ambassadeur, *Foreign Office, August* 20, 1890.

I HAVE the honour to acknowledge the receipt of your Excellency's note of the 12th instant respecting the Sanitary Service of the Red Sea. In reply, I beg to state that the proposals of His Italian Majesty's Government will be duly considered.

I have, &c.
(Signed) SALISBURY.

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No. 141.

*Foreign Office to India Office.*

Sir, *Foreign Office, August* 20, 1890.

I AM directed by the Marquis of Salisbury to transmit to you, to be laid before Viscount Cross, the accompanying copy of a note from the Italian Ambassador at this Court, submitting a proposal for establishing an International Sanitary Service in the Red Sea for protecting Europe and America from cholera and other Asiatic diseases.* Lord Salisbury would be glad to be favoured with any observations which Lord Cross may have to offer on the subject.

* No. 139.



I am to add that Lord Salisbury has also referred the Italian note to Her Majesty's Agent and Consul-General at Cairo, who is at present on leave of absence in this country.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 142.

*Foreign Office to Sir E. Baring.*

(Commercial.)
Sir, *Foreign Office, August* 20, 1890.

I AM directed by the Marquis of Salisbury to transmit to you the accompanying note from the Italian Ambassador at this Court, submitting a proposal for establishing an International Sanitary Service in the Red Sea.* His Lordship would be glad to receive any observations you may be able to offer on this note.

I am to add that the Italian proposals have also been referred to the India Office.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 143.

*Acting Consul Alban to the Marquis of Salisbury.—(Received August* 23.)

(No. 21. Commercial.)
My Lord, *Alexandria, August* 14, 1890.

I HAVE the honour to forward herewith a copy of a despatch, with its inclosures, addressed to me by Dr. Mackie, reporting on an extraordinary urgent meeting of the Quarantine Board held yesterday afternoon.

Dr. Mackie states that Dr. Milton, who it had been decided was to act under the orders of the Board, from the very first addressed his official correspondence to the Egyptian Minister, and gave instructions for the execution of certain quarantine measures. This correspondence was laid before the Board, and gave great umbrage to the Delegates, who decided that the Board should undertake by itself the imposition of quarantine measures, and should dispense with the services of Dr. Milton.

Dr. Mackie comments on the want of practical knowledge of the work evinced by the Egyptian Government Commission, as demonstrated by their frequent change of plan, and regrets that the Egyptian authorities have thrown away an opportunity of sharing the work of the Board, which might have paved the way for assuming its functions at a future period, whereas, as matters now stand, the Board has been forced to declare its independence, and its position with Continental nations will be strengthened by this incident.

I have, &c.
(Signed) ARTHUR D. ALBAN.

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Inclosure 1 in No. 143.

*Dr. Mackie to Acting Consul Alban.*

Sir, *Alexandria, August* 13, 1890.

I HAVE the honour to report that an extraordinary urgent meeting of the Quarantine Board was held this afternoon.

In my two last Reports I explained to you the means proposed to be adopted by the Quarantine Board, working in conjunction with the Egyptian authorities in Cairo, to prevent the importation of cholera. One of the requests made by the Egyptian authoties was that their agent, Dr. Milton, should be put in charge of the quarantine station of Shadwan. This the Quarantine Board accepted, on condition that, for the time being, Dr. Milton should act under its orders to prevent conflict of authority.

Dr. Milton, unfortunately, at the outset, for some reason or other, probably from want of precise instructions, or from want of a proper knowledge of the delicate nature of

* No. 139.

the situation in dealing with the Quarantine Board, very imprudently and unfortunately addressed his official correspondence to the Egyptian Minister, and gave instructions for the execution of certain quarantine measures, totally ignoring the Quarantine Board, under whose orders and with which he was supposed to act. This correspondence was laid before the Board at its meeting to-day, and was the subject of very bitter remarks by the Delegates. They saw in it a supposed attempt to take the power out of the hands of the Quarantine Board, and at the same time an utter impossibility of working in unison with the Egyptian authorities. The Board therefore decided to maintain its attributions laid down by Khedivial Decree of January 1881, and undertake by itself the imposition of quarantine measures, allowing no outside interference, and dispensing with the services of Dr. Milton.

It is very evident that the Egyptian Government Commission, whose agent Dr. Milton was, had no one amongst its members who had a practical knowledge of the work they wished to undertake. Since they commenced to work with the Quarantine Board they have been constantly changing their plans. At first they proposed to oblige all the pilgrims to return from Jeddah by land. This proposition was abandoned before being submitted to the Quarantine Board, and was utterly impracticable. Their next proposition, to make the Egyptian pilgrims perform the desert route from Suez to Cairo, was accepted, and afterwards abandoned at request of the Egyptian authorities. They then proposed that the Egyptian pilgrims should perform a second quarantine and disinfection on the Island of Shadwan. This was accepted, but was afterwards abandoned on Dr. Milton reporting that the island was unsuitable. Jebel Zeyt was then proposed, but the Quarantine Board has refused to listen to any more propositions, as important time was being lost in making and changing plans, and the impossibility of working together being decided on for reasons above stated.

I cannot help remarking that there has been a great want of policy shown by the Egyptian authorities, and they have missed a great opportunity of conciliating the Quarantine Board and of sharing in its work, which might have paved the way for assuming the work of the Quarantine Board at some future time. As matters stand now, the Quarantine Board has been forced to declare its independence, and its position with Continental nations will be strengthened.

I am informed by Dr. Ardouin Bey, Acting President, that His Highness the Khedive was exceedingly displeased at what he thought the harsh measures proposed by the Cairo Commission for the Egyptian pilgrims, and asked Dr. Ardouin Bey why the Quarantine Board, which had full right and power by Decree, did not by itself take in hand the quarantine measures as on previous occasions. I state this on the authority of Dr. Ardouin, and, if exact, does much to support the independent position of the Quarantine Board. I much regret this conflict of authority, as I hoped that by a wise and prudent co-operation on this occasion the Egyptian Government might have established a precedent which might have helped in the future towards disestablishing the International Board and undertaking its work.

I have no doubt that the result of this meeting will be reported in strong terms by the Delegates to their respective Government, and the act of one Englishman in ignoring the Board will be construed as an act of "les Anglais"—the English Government and English in general being looked upon as the enemies of the Quarantine Board. The French Delegate was very strong in his denunciation of Dr. Milton for his supposed want of respect towards the Board. Dr. Ardouin, Acting President, evidently allowed himself to be led by him, but I cannot help thinking that if Dr. Ardouin had been sufficiently energetic and precise at the commencement he might have given such exact instructions that the mistake need never have occurred, as he had full knowledge of the delicate circumstances of the situation, and Dr. Milton had none, being guided only by willingness to work and enthusiasm, without perhaps the political wisdom necessary.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 143.

*Dr. Milton to the Egyptian Government.*

*Le Caire, le* 11 *Août*, 1890.

Excellence,

J'AI l'honneur de porter à votre connaissance que je viens de procéder à l'inspection de Suez, de Tor, de l'Ile de Shadouan, et de Gebel-Zeït



A Tor, j'ai constaté qu'on avait déjà poussé, autant que possible, les préparatifs en vue de l'arrivée des pèlerins de la Mecque.

Je me suis mis en communication avec M. le Dr. Pollak, Directeur de la dite Station Quarantenaire, el lui ai expliqué minutieusement le plan adopté par la Commission et par le Conseil Maritime pour combattre l'invasion du choléra. Il n'attend plus pour exécuter le dispositif de ce plan, que l'ordre de son chef, le Président du Conseil Quarantenaire.

Votre Excellence trouvera ci-joint l'exposé des instructions qu'il devra suivre, et que j'ai l'honneur de la prier de le faire parvenir au Conseil Maritime, si elle croit devoir les sanctionner.

Je me permets d'attirer tout spécialement votre attention, M. le Président du Conseil, sur ce fait que M. le Dr. Pollak n'a comme collaborateur qu'un seul aide-médecin, et qu'il lui est conséquemment impossible de pouvoir donner des soins effectifs et sérieux aux milliers de pèlerins qui se trouveront réunis, à un moment donné, à la station de Tor.

Dans cet ordre d'idées, il est de toute uécessité d'envoyer, sans retard, trois ou quatre médecins d'Égypte pour assister le Dr. Pollak dans sa tâche; aussi proposerai-je à votre Excellence de lui adjoindre un des aide-médecins de l'Hôpital de Kasr-el-Aïn, avec deux élèves-stagiaires du même établissement. Ils auraient pour mission spéciale de soigner exclusivemeut les pèlerins d'Égypte et de les organiser en groupes, suivant les instructions qui leur seront ultérieurement données.

L'inspection de l'Ile de Shadouan a revélé des difficultés provenant de l'état de la côte pour le débarquement des pèlerins et des bagages—difficultés telles, qu'on ne saurait songer un instant à établir dans cet île une station de désinfection organisée à la hâte.

En poursuivant ma route jusqu'à Gebel-Zeït j'y ai trouvé toutes les facilités qui manquaient à l'Ile de Shadouan, et j'ai l'honneur de proposer à votre Excellence de désigner ce point comme station de désinfection.

Une surveillance militaire pourrait être facilement exercée; il suffirait que son Excellence le Sirdar mette à notre disposition 120 soldats de garde et un officier supérieur, et que le bateau-condenseur "Yambo" soit désigné pour ravitailler la station en eau potable.

Si votre Excellence veut bien adopter les deux dernières propositions qui précèdent, je la prierai de donner des instructions en conséquence.

En ce qui me concerne personnellement, je fais en ce moment tous les préparatifs voulus, et j'espère, le cas échéant, pouvoir retourner à Gebel-Zeït Jeudi prochain muni d'une partie du matériel de toute nature nécessaire à cette station.

Veuillez, &c.
(Signé) H. MILTON.

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Inclosure 3 in No. 143.

*Instructions to the Director of Quarantine at Tor respecting Egyptian Pilgrims.*

1. DÈS leur arrivée, ils devront être isolés des autres pèlerins, et devront être distribués par groupes de 150 personnes.

2. L'aide-médecin, et les deux élèves-stagiaires désignés pour ce service, prépareront des listes (sur les imprimés qui seront mis à leur disposition) pour chaque groupe, et les expédieront, une fois complètes, au médecin-en-chef de Gebel-Zeït.

3. Aussitôt que le premier groupe de 150 pèlerins Égyptiens aura purgé la quarantaine à Tor, il sera dirigé sur Gebel-Zeït avec bagages, par le vapeur à ce destiné. Les groupes suivants, toujours à raison de 150 pèlerins, partiront ensuite chaque jour au fur et à mesure.

*Le Caire, le* 11 *Août*, 1890.

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Inclosure 4 in No. 143.

*Riaz Pasha to Dr Ardouin.*

*Le Caire, le* 11 *Août*, 1890.

M. le Président,

J'AI l'honneur de vous communiquer, sous ce pli, le Rapport que vient de me présenter M. le Dr. Milton à son retour de Tor et de l'Ile de Chadouan.

J'approuve les propositions de M. le Dr. Milton en ce qui concerne l'adjonction à M. le Dr. Pollak, Directeur du Campement Quarantenaire de Tor, d'un aïde-médecin de l'hôpital de Kasr-el-Aïn, et des deux élèves stagiaires du même établissement.

J'approuve également la proposition de M. le Dr. Milton de désigner le point de Gebel-Zeït comme station de désinfection à la place de l'Ile Chadouan, ainsi que les instructions à donner au Directeur de la Quarantaine de Tor, en ce qui concerne les pèlerins Égyptiens.

Je vous prie de vouloir bien soumettre d'urgence ces différentes propositions au Conseil Quarantenaire, et m'aviser sans retard de leur adoption, afin que je puisse donner des ordres en conséquence en ce qui me concerne.

Veuillez, &c.
Le Ministre de l'Intérieur,
(Signé) RIAZ.

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Inclosure 5 in No. 143.

CONSEIL SANITAIRE, MARITIME, ET QUARANTENAIRE D'ÉGYPTE.

*Séance du* 12 *Août*, 1890.

LE Conseil, regrettant les empiétements sur ses attributions que s'est arrogée la Commission Sanitaire du Caire, déclare:—

Qu'il s'en tient au Décret Khédivial du 3 Janvier, 1881, en vertu duquel il [ ? ]* la Police Sanitaire des frontières maritimes et du désert sous son entière responsabilité.

A la suite des délibérations prises par le Conseil entier, composé des Délégués des Puissances Européennes et des fonctionnaires Égyptiens, il maintient sa décision du 5 Août courant, arrêtant les mêmes mesures quarantenaires que celles qui ont si complétement réussi en 1881. En outre, il repousse toute ingérence étrangère au Conseil et toutes autres propositions.

De plus, le Conseil, considérant que M. le Dr. Milton, attaché à l'Administration Quarantenaire en qualité de Directeur du Campement de Chadouan, est sorti de ses attributions et a manqué de déférence envers le Conseil Quarantenaire en prenant une initiative qui ne peut, en aucun cas, lui appartenir, décide que ses fonctions auprès du Service Quarantenaire cesseront à partir de ce jour.

Le Président par intérim,
(Signé) DR. ARDOUIN.

*Alexandrie, le* 12 *Août*, 1890.

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No. 144.

*The Earl of Lytton to the Marquis of Salisbury.—(Received August* 23.)

(No. 238. Commercial.)

My Lord, *Paris, August* 22, 1890.

IN its account this morning of the proceedings of yesterday's Cabinet Council the "Matin" newspaper states that M. Ribot submitted an Italian Circular inviting the Powers to devise more stringent methods of checking the advance of cholera through the Red Sea, and that the French Government are sure to adopt M. Crispi's proposals.

On inquiring at the Italian Embassy to-day, I learn that no answer has yet been received there from the French Government, and the Directeur Politique and his *remplaçant* being both absent to-day from the Foreign Office, I am not able to inform your Lordship positively of the French assent having been given, though it is probable that the "Matin" on this occasion is well informed.

I have, &c.
(Signed) LYTTON.

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No. 145.

*Acting Consul Alban to the Marquis of Salisbury.—(Received August* 25.)

(No. 22. Commercial.)

My Lord, *Alexandria, August* 16, 1890.

I HAVE the honour to forward herewith a copy of a despatch addressed to me by Dr. Mackie respecting an extraordinary meeting of the Quarantine Board which took place yesterday.

* Illegible.



Dr. Mackie reports that it was announced that the Turkish steamer "Adana" had arrived at Tor, and that eighteen deaths had occurred on the voyage, seventeen being from diarrhœa. Three deaths had occurred since the arrival of the vessel, two of which were from cholera. Dr. Mackie further reports that, as it appeared that the Egyptian Government did not regard Moses' Wells as a station capable of insuring the safety of Egypt, a Commission was named, composed of Rear-Admiral Blomfield, the Austrian and Turkish Delegates, and the Sanitary Agent at Alexandria.

Dr. Mackie adds that the President made some observations on behalf of the Egyptian Government with respect to the decision taken by the Board on the 12th instant and the attitude of the Board towards the Egyptian Government, and that it was finally decided that a letter should be addressed to the Egyptian Government disclaiming any want of courtesy towards it.

Dr. Mackie, in conclusion, states that he blamed the President for having allowed Dr. Milton to commence operations without precise instructions, but thought it well to discontinue what would have become an acrimonious discussion. Dr. Mackie thinks it evident that Riaz Pasha had spoken severely, and with a good result, to Dr. Ardouin, who had allowed himself to be carried away by the French Delegate.

I have, &c.
(Signed) ARTHUR D. ALBAN.

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Inclosure 1 in No. 145.

*Dr. Mackie to Acting Consul Alban.*

Sir, *Alexandria, August* 15, 1890.

I HAVE the honour to report that an extraordinary meeting of the Maritime and Quarantine Sanitary Board was held to-day, Dr. Ardouin Bey presiding.

The President read a communication from the Director of the quarantine station at Tor, announcing the arrival at Tor on the morning of the 11th of the Turkish steamer "Adana," for Trebizond, with over 1,000 pilgrims on board.

The doctor of the ship declared that eighteen deaths occurred on the voyage, of which seventeen were from diarrhœa. Three deaths had occurred since their arrival at the quarantine camp, of which two were from cholera. Two passengers—a Pasha and a Bey—refused to disembark. A communication from the Turkish authorities announced that two Turkish doctors were leaving Constantinople for Tor to assist in superintending the quarantine of Turkish pilgrims.

Various communications from the Egyptian Government were read announcing measures which they had ordered to be taken to prevent clandestine landing of pilgrims and desertions from quarantine stations. Amongst others a communication from the Sirdar of the Egyptian army, pointing out the impossibility of securely guarding the quarantine station at Moses' Wells, on account of its position and proximity to Suez. The President remarked that it was evident that the Egyptian Government did not look upon Moses' Wells as a station insuring the safety of Egypt, and proposed that a Commission should be appointed to examine and report upon two other places, Rynoumah and Ras Malla, the former recommended in a letter addressed to the President by Captain Weston Bey, Harbour-master at Suez. A Commission was named, composed of Rear-Admiral Blomfield, the Austrian Delegate, Turkish Delegate, and Dr. Burlazzi, the Sanitary Agent at Alexandria.

In the meantime, preparations will be continued at Moses' Wells, in case of no other place being found available for the year.

To prevent the clandestine entry into Egypt of pilgrims arriving at Akaba by land, the President proposed to ask the Egyptian Government to establish patrol posts at certain points of the Canal where crossing is easy.

The President announced that he had been requested by the Egyptian Government to make some observations to the Board on its decision at its meeting on the 12th instant, and to comment on the attitude the Board had taken up with regard to the Egyptian Government in refusing co-operation and summarily dispensing with the services of Dr. Milton. The Egyptian Government begged him to state distinctly the regret with which it saw the attitude assumed by the Board, as the Government had never given any reason to suppose that it wished to interfere with the Board's attributions. A discussion ensued, chiefly amongst those responsible for the text of the decision at the meeting of the 12th. Any intention of want of courtesy to the Egyptian Government was disavowed, and its willingness to aid in every way fully appreciated, the remarks about interference in

the attributions of the Board having had reference to the Commission in Cairo, and not to the Government. It was decided that a courteous letter in this sense should be addressed to the Egyptian Government. In the course of the discussion the subject of Dr. Milton having acted independently of the Board, and having addressed his communications to the Minister, was again brought up. This is their chief grievance. The British Delegate blamed the President for having allowed Dr. Milton to commence work without giving him precise instructions, as he, better than any one, ought to have known the susceptibility of the Board. The President indignantly denied that there was any neglect on his part, as Dr. Milton had left for Shadwan before orders could be given. The British Delegate observed that that was a strong reason for overlooking what must have been an unintentional error on the part of Dr. Milton, which would have been avoided had he received his instructions. It was very evident to me that a national jealousy, shared in by a large number of the Delegates, prevented them seeing the circumstances in a reasonable light, and I thought well not to continue what would have become an angry discussion.

It is very evident that Riaz Pasha had spoken very severely to Dr. Ardouin at an interview this morning, and the result has been good. He had allowed himself to be led away by the French Delegate, whose political jealousy governs most of his actions at the Board.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 145.

CONSEIL SANITAIRE, MARITIME, ET QUARANTENAIRE D'ÉGYPTE.

*Décisions prises dans la Séance du* 15 *Août*, 1890.

EN réponse à la communication de son Excellence le Ministre de l'Intérieur en date du 13 courant, une lettre sera adressée à son Excellence Riaz Pacha lui exprimant la reconnaissance du Conseil pour l'appui qu'il n'a cessé de lui donner en toutes circonstances, et l'assurant de son plus profond respect pour le Gouvernement.

Le Conseil, en prenant la résolution à laquelle se rapporte la communication de son Excellence le Ministre, n'a eu pour but que d'achever plus rapidement l'organisation des campements quarantenaires et de rendre plus sûre son action combinée avec celle du Gouvernement.

Il tient à témoigner de son désir d'agir dans le plus parfait accord avec son Excellence le Ministre.

2. Deux médecins Égyptiens seront envoyés par le Conseil aux stations de l'Akaba et de Moïla afin de diriger, d'un commun accord avec l'autorité militaire, les mesures quarantenaires qui y seront prises.

Des postes de surveillance seront, en outre, établis le long du Canal Maritime, sur la rive Asie, aux endroits par où les pèlerins, venant par voie de terre, pourraient s'introduire en Égypte.

3. Sur la proposition du Président par intérim du Conseil, une Commission composée de trois membres est nommée dans le but de rechercher, sur la côte Asiatique du Golfe de Suez entre ce port et celui de Tor, une localité présentant les conditions voulues pour l'installation d'un campement quarantenaire où les pèlerins Égyptiens seront conduits pour y subir, après avoir quitté Tor, une dernière période quarantenaire.

M. le Dr. Duca, M. le Dr. de Klodzianowski, et M. le Contre-Amiral Blomfield, tous trois faisant partie du Conseil Sanitaire, Maritime, et Quarantenaire sont nommés membres de cette Commission et partiront incessamment pour remplir la mission qui leur est confiée.

4. M. le Dr. Burlazzi Bey, Directeur de l'Office Sanitaire du Port-Vieux d'Alexandrie, est désigné pour aller inspecter le campement quarantenaire de Tor et pour organiser le campement qui sera désigné par la Commiseion ou celui des Sources de Moïse, dans le cas où ce dernier serait maintenu.

Le Président par intérim,
(Signé) DR. ARDOUIN.

*Alexandrie, le* 16 *Août*, 1890.

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No. 146.

*Mr. Portal to the Marquis of Salisbury.—(Received August* 25.)

(No. 30. Commercial.)

*Cairo, August* 18, 1890.

My Lord,

YOUR Lordship will have received from Her Majesty's Acting Consul at Alexandria all the Reports of the British Delegate respecting recent meetings of the Maritime Quarantine Board at Alexandria. I also had the honour to submit to your Lordship, by my despatch No. 242 of the 5th instant, the measures and precautions which the Egyptian Government had taken, or were preparing to take, in the hope of keeping out of Egypt the cholera now reported in the Hedjaz.

I need not now recapitulate the various enactments proposed by the Egyptian Government and by the well-chosen Committee which, as I reported in my despatch, had been appointed to examine the whole question and to recommend sanitary and precautionary measures, but I trust that I made it clear to your Lordship that the Egyptian Government were acting in the most single-minded and straightforward manner, and were, indeed, preparing to make great sacrifices with no ulterior object but the paternal one of keeping the cholera from being brought into Egypt by Egyptian pilgrims returning from Mecca. With the other, and far more numerous, body of pilgrims returning through the Suez Canal to Turkey, Syria, Bosnia, &c., the Egyptian Government never for one moment proposed to interfere: to deal with these was the duty of the Quarantine Board alone. The Egyptian Government only offered to assist the Board by placing at their disposal a number of tents, a cordon of soldiers, the necessary drugs, &c.; and, lastly, knowing that the Board had very few doctors in their service, and those few reputed to be of a very inferior calibre, the Government offered to lend them the services of Dr. Milton, the Director of Government Hospitals, a gentleman universally acknowledged to be second to none in Egypt in skill, energy, and general reputation.

It is, however, greatly to be regretted that these offers of assistance were not received by the Quarantine Board in the spirit in which they were made. At first the services of Dr. Milton were accepted, as was also a general scheme which he had drawn up respecting the treatment and disinfection of the pilgrims. Dr. Milton left at once for the Red Sea in order to make the necessary preparations for the reception and purification of the thousands of infected persons who were expected to arrive in very few days from Jeddah. Thus far everything was going smoothly, and the Egyptian Government and the Quarantine Board appeared to be working harmoniously for a common object; but hardly had Dr. Milton arrived at the Red Sea when the situation underwent a violent change.

An extraordinary meeting of the Quarantine Board was suddenly convened, the Acting President during the prolonged absence of Mr. Miéville being a Frenchman in the Egyptian service. Violent speeches were made by the French Delegate, supported by the Acting President and by the Delegates of some other Powers, to the effect that the offer of Dr. Milton's services, and of the services of other doctors who might volunteer for the work, was a far-seeing but veiled attempt to impose "des Agents Anglais" upon the Quarantine Board, with a view to subsequently undermining and destroying their present independent position; a quantity of accusations were brought against Dr. Milton of having, during the few days in which he had been in the employment of the Board, addressed his correspondence to Riaz Pasha instead of to the President of the Board, of having interfered with matters outside his sphere, and of having committed various similar crimes, every one of which have been subsequently denied and disproved by Dr. Milton to the satisfaction of the Egyptian Government. I am informed by Dr. Mackie, and by one or two other Delegates who were present at this somewhat stormy meeting, that there can be no doubt that Dr. Milton's real crime in the eyes of the majority of the Board consisted in the fact of his being an Englishman.

The result of this meeting was that a somewhat curt and not very polite letter was sent to the Egyptian Government, dismissing Dr. Milton from the service of the Board, and declining to accept or even discuss any of the Government recommendations, but stating that the Quarantine Board had decided that the Egyptian pilgrims, after undergoing the usual quarantine at Tor, in common with all other pilgrims, should be sent for some days' further surveillance to Moses' Wells, near Suez. The Egyptian Government were accordingly asked to send troops to form a cordon at Moses' Wells, and to prevent the pilgrims from escaping. The Government answer to this was to the effect that they would be willing, if necessary, to send such troops as could be spared, but that their military authorities reported that no force at their disposal would be sufficient to guard a place like Moses' Wells', whence a pilgrim could make his escape in two or three hours to Suez, and

that, therefore, they would decline to guarantee the safeguarding of the pilgrims, and must throw the whole responsibility on the Quarantine Board.

The Quarantine Board having thus chosen to make the threatened invasion of cholera a political instead of a sanitary question, there now appeared to be great danger of the necessary precautionary measures being utterly neglected while the opposite factions were engaged in polemical discussions, or in conducting a more or less acrimonious correspondence.

I accordingly went to Riaz Pasha, and found him only too willing to do anything in his power to facilitate matters, but he could not, as he justly remarked, perform impossibilities, and asking him to guarantee the safe custody of pilgrims at Moses' Wells was asking an impossibility. He was also strongly of opinion, in which I quite agreed with him, that the Quarantine Board had behaved in a most unjust, and it may even be said ungentlemanly, manner to Dr. Milton. I suggested that, as the French Acting President of the Board was an Egyptian official, his Excellency might, perhaps, do good by reminding him that while he received Egyptian Government pay he owed his first duty to the Egyptian Government, and should not sacrifice the interests of this country in order to support the propositions of the French Delegate.

The next day both Riaz Pasha and I went to Alexandria, and his Excellency, I am given to understand, spoke with considerable energy and severity to the Acting President of the Board, while I discussed the subject with Dr. Mackie. The result was that, after a meeting on the following day, the Board addressed a civil, and somewhat apologetic, letter to the Government, asking for its assistance in choosing a suitable spot in which the Egyptian pilgrims could undergo their second quarantine. A Commission of four gentlemen from the Quarantine Board, of whom two are English, have now been sent to the Red Sea for that purpose, and are accompanied by an English officer of the Egyptian army.

It is to be hoped that the disagreement between the Khedive's Government and the Quarantine Board has now passed out of the acute stage, but the sketch of it which I have given above, occurring as it did at a time when we are, so to speak, face to face with the cholera advancing from Mecca, is sufficient to show the dangers that may, and necessarily will, occasionally arise from the existence of an *imperium in imperio* such as the semi-independent and international Maritime Board at Alexandria.

I cannot refrain from adding an expression of regret, which has also been conveyed to me by the Khedive, by Riaz Pasha, and by other responsible officials, that the English President of the Quarantine Board, Mr. Miéville, should be, I believe, almost the only member of the Board who did not return here on the news being published of the outbreak of cholera in the Hedjaz. It is generally thought that his presence and authority as President might have averted the regrettable dispute which I have just had the honour to report.

I have, &c.
(Signed) G. H. PORTAL.

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No. 147.

*Sir E. Baring to Foreign Office.—(Received August 25.)*

(Private.)
My dear Sir James, *Cooroor Lodge, Kinloch Ramwell, N.B., August* 22, 1890.

EXCUSE my answering your official letter in a private form. I have no official paper here.

The Italian proposals are of considerable importance. I am not prepared to give any matured opinion on them without careful study, and without hearing what the experts in Egypt, particularly Dr. Mackie, have to say. I would suggest that they should be referred officially to Cairo for opinion.

I can, however, see at a glance that the proposals are open to considerable objections. Moreover, they come at a moment when we are considering Austrian proposals of a much more satisfactory nature.

Further, a time of cholera panic—such as exists to some extent at present—is always a bad moment for considering any permanent organic changes. I would, therefore, suggest great caution in indicating any sort of approval of the Italian ideas. If they press for some immediate answer, they might perhaps be told that the Austrian Government has put certain proposals forward which Her Majesty's Government is now considering, and that it might be as well for the Italian Government to sound Vienna before going any further with their own proposals.

Very sincerely yours,
(Signed) E. BARING.

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No. 148.

*Foreign Office to Count Tornielli.*

SIR JAMES FERGUSSON presents his compliments to Count Tornielli, and has the honour to request that his Excellency will be good enough to supply him with another copy of the Memorandum relative to the project proposed by the Italian Government for the reorganisation of the Egyptian Sanitary Regulations which accompanied his note of the 12th instant.

*Foreign Office, August* 25, 1890.

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No. 149.

*Foreign Office to India Office.*

(Private.)
Dear Sir J. Gorst, *Foreign Office, August* 26, 1890.

WITH reference to our official letter of the 20th instant, inclosing copy of a Memorandum communicated to Lord Salisbury by the Italian Ambassador, relative to the Italian project for the reorganization of the Egyptian Sanitary Service, Sir Evelyn Baring says that without careful study of the proposals, and without having heard what the experts in Egypt, and particularly Dr. Mackie, have to say on the subject, he is not prepared to give any matured opinion thereon.

But he sees at a glance that they are open to considerable objections. Moreover, they come at a moment when we are considering the proposals of Austria, which he thinks are of a much more satisfactory nature.

He points out, further, that a time of cholera panic such as exists to some extent at present, is always a bad moment for considering any permanent organic changes, and he therefore suggests great caution in intimating any sort of approval of the Italian scheme.

We are sending the Italian proposals to Cairo for Dr. Mackie's opinion.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 150.

*The Marquis of Salisbury to Mr. Portal.*

(No. 37. Commercial.)
Sir, *Foreign Office, August* 29, 1890.

I INCLOSE translation of a note from the Italian Ambassador in London, communicating a project for the reorganization of the Egyptian Sanitary Regulations, and especially of those which relate to the Red Sea, which is submitted by the Italian Government.*

I have to request you to consult Dr. Mackie on the Italian proposals, and report to me his opinion thereon.

I leave it to your discretion to communicate the project to the Egyptian Government or not, as you may think best.

I am, &c.
(Signed) SALISBURY.

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No. 151.

*Mr. Portal to the Marquis of Salisbury.—(Received August* 30, 6 P.M.)

(Commercial.)
(Telegraphic.) *Cairo, August* 30, 1890, 4·25 P.M.

YOUR Lordship's despatch No. 31.

Following is summary of Dr. Mackie's observations on the Memorandum, with propositions of Austrian Government:—

"1. Omit specific allusions to English and England, as, according to project, vessels

* No. 139.

not English can benefit by it if desired, and vessels bound for ports of destination other than English.

"2. In condition No. 2, for transit in quarantine, omit words 'ni embarquer.' Suspected vessels have, even now, right to embark passengers at Suez and Port Saïd.

"3. In condition No. 3, it would only be necessary to telegraph information in case of infected vessels, as is already done by the British Delegate in case such vessels [are?] bound for a port of the United Kingdom.

"4. Last paragraph of condition No. 1 not clearly understood. In same condition also omit words 'of Her Majesty the Queen,' unless project is entirely for England and English ships.

"5. The 'arraisonnement,' as practised, does not imply disinfection of the vessel.

"Project appears to us very liberal and reasonable, but present wording of the Memorandum a little vague."

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No. 152.

*Note Verbale.*

THE Italian Government has most likely made propositions to the British Government concerning the organization of an International Sanitary Service, more particularly for the Red Sea, and will have invited the British Government to examine those propositions and to take part in the deliberations of a Technical Commission by sending Delegates; the place where the Commission would assemble will have to be fixed later on.

The French Government has assented to these propositions and declared its willingness to send Delegates to the Technical Conference with instructions to support the Italian views.

The German Government has referred the matter to the proper Department, and has hitherto answered that it takes a sympathetic view of the subject.

It would be of great interest to the German Government to know the English views.

*German Embassy, September* 4, 1890.

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No. 153.

*India Office to Foreign Office.—(Received September* 5.)

Sir, *India Office, September* 4, 1890.

I AM directed by the Secretary of State for India in Council to acknowledge the receipt of your letter, dated the 20th ultimo, relative to the proposals of the Italian Government for establishing an International Sanitary Service in the Red Sea for protecting Europe and America from cholera and other Asiatic diseases.

In reply, I am to state that Viscount Cross sympathizes in the desire expressed by the Italian Government that some international arrangement should be devised for dealing with this important subject, and he recognizes the advantage which might accrue from well designed measures of sanitary precaution. It appears, however, from the note of the Italian Ambassador that the proposed scheme has as its basis the organization of a strict system of quarantine for vessels entering the Red Sea from the Indian Ocean, or coming from the Red Sea to the Mediterranean. This is a question which was fully diccussed at the Conference held in Rome five years ago, and it was then maintained by the English and Indian Delegates that it had been clearly provéd by experience that, while the observance of certain well recognized principles of sanitary science was in the highest degree important, measures of quarantine and coercion were not desirable; that no advantage had ever resulted from them; and that they increased rather than diminished the danger against which they were intended to provide. These views have been adopted and acted upon not only by the Government of India, but, as Viscount Cross believes, by the Government of Her Majesty, and no useful purpose could apparently be gained by reopening a question which, so far as this country and India are concerned, must be held to have been finally decided. While, therefore, Viscount Cross would be anxious to co-operate, on behalf of the Government of India, in any measures likely to promote the highly important object that the Italian Government has in view, he does not think it



desirable that India should be represented on a Commission formed for the purpose of carrying out a system of quarantine such as that which the Italian note appears to contemplate.

I have, &c.
(Signed) HORACE WALPOLE.

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No. 154.

*The Marquis of Salisbury to Mr. Trench.*

(No. 99. Commercial.)

Sir, *Foreign Office, September* 6, 1890.

COUNT METTERNICH called at this Office on the 4th instant and said that the German Government had received from the Government of Italy proposals for the establishment of an improved International Sanitary Service in Egypt, more particularly for the Red Sea. The Italian Government had invited them to examine those proposals and to take part in the deliberations of a Technical Commission by sending Delegates to it. The place where the Commission would assemble would have to be fixed later on.

The French Government, Count Metternich said, had assented to those propositions, and declared their willingness to send Delegates to the Technical Conference with instructions to support the Italian views.

The German Government had referred the matter to the proper Department and had hitherto answered that they took a sympathetic view of the subject.

Count Metternich said that the German Government made no doubt that a similar communication had been addressed by the Italian Government to Great Britain, and that it would be of great interest to the German Government to know the views of Her Majesty's Government upon it.

He was informed that the proposals had been received and had at once been referred to the Indian authorities and to Her Majesty's Acting Agent in Egypt, who had been instructed to consult the British member of the Quarantine Board there. The proposals were of a very extensive nature and would require careful examination, but Her Majesty's Government would certainly be very happy to communicate their views to the Government of Germany as soon as they had come to any conclusion.

I am, &c.
(Signed) SALISBURY.

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No. 155.

*The Earl of Lytton to the Marquis of Salisbury.—(Received September* 10.)

(No. 252. Commercial.)

My Lord, *Paris, September* 8, 1890.

WITH reference to my No. 238 of the 22nd ultimo, I should have mentioned that it was on the 26th August that M. Ribot officially notified his adhesion without reserve to the Italian Sanitary proposal for the Red Sea. I have now learnt that the Spanish Government has likewise signified its assent, and promises to send a Delegate to the proposed Commission.

I have, &c.
(Signed) LYTTON.

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No. 156.

*Acting Consul Alban to the Marquis of Salisbury.—(Received September* 13.)

(No. 23. Commercial.)

My Lord, *Alexandria, September* 2, 1890.

I HAVE the honour to forward herewith copy of a despatch which I received yesterday from Dr. Mackie, inclosing the official correspondence between the Egyptian Government and the Quarantine Board relative to the misunderstanding which he lately reported,

and the importance of which was, he considers, exaggerated by telegraph agencies in Cairo.

I have, &c.
(Signed) ARTHUR D. ALBAN.

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Inclosure 1 in No. 156.

*Dr. Mackie to Acting Consul Alban.*

*Alexandria, August* 29, 1890.

Sir,

I HAVE the honour to inclose herewith the official correspondence between the Egyptian Government and the Quarantine Board relative to the misunderstanding which I lately reported. The incident has been grossly exaggerated and misrepresented by telegrams sent to the English press by telegraph agents in Cairo, and given an importance which it did not merit.

I have, &c.
(Signed) J. MACKIE

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Inclosure 2 in No. 156.

*Riaz Pasha to Dr. Ardouin.*

*Le Caire, le* 13 *Août*, 1890.

M. le Président,

J'AI l'honneur de vous accuser réception de votre lettre du 12 courant, par laquelle vous me communiquez la décision que vient de prendre le Conseil Sanitaire, Maritime, et Quarantenaire, dans sa séance du même jour.

Vous me permettrez de vous faire remarquer, M. le Président, que la Commission Extraordinaire, nommée en vue des mesures à prendre pour préserver le pays de l'invasion du choléra, n'a aucunement empiété sur les attributions du Conseil Quarantenaire. Vous avez, d'ailleurs, assisté en personne à la première séance de cette Commission, la seule séance où il ait été question du retour des pèlerins et des quarantaines à leur faire subir. Vous avez pu, par conséquent, vous rendre compte du but et de l'esprit qui avaient présidé à l'institution de cette Commission. Les décisions prises par elle dans cette première réunion n'ont été adoptées en somme qu'avec l'approbation du Conseil Quarantenaire que vous représentiez au sein de cette Commission.

Le Conseil avait accepté l'Ile de Chadouan comme point ou les pèlerins devaient subir leur seconde quarantaine, de même qu'il avait agréé les services du Dr. Milton, mis gracieusement par le Gouvernement à la disposition du Conseil et l'avait nommé à la Direction du Campement Quarantenaire de l'Ile de Chadouan, suivant sa lettre du 10 Août.

Le malentendu très regrettable qui vient de se produire et dont le Gouvernement décline toute responsabilité, repose, non sur une question d'empiétement d'attributions, mais sur cette question purement secondaire. L'Ile de Chadouan étant reconnue impraticable, n'y avait-il pas lieu de choisir, de préférence, Djebel-Zeït comme second point de quarantaine. Le Gouvernement s'est donc borné à soumettre cette proposition au Conseil Quarantenaire, qui demeurait libre de la refuser ou de l'accepter. Il a prouvé ainsi que, loin d'empiéter sur les attributions du Conseil, il lui laissait, au contraire, la liberté d'adopter cette proposition et qu'au lieu de nuire à l'accomplissement du programme arrêté par le Conseil Quarantenaire, le Gouvernement a toujours cherché à en assurer la plus prompte exécution.

Le Conseil était également libre d'approuver ou de repousser les propositions de M. le Dr. Milton relatives à des instructions à donner au Directeur du Campement Quarantenaire de Tor. Si le Conseil Quarantenaire avait bien compris le but du Dr. Milton en faisant ces propositions, il les eut certainement jugées avec plus de bienveillance, attendu que Mr. Milton n'a donné aucunes instructions aux agents du Conseil Quarantenaire.

En résumé, le Gouvernement et la Commission Sanitaire ne peuvent que regretter l'appréciation dont leurs propositions ont été l'objet de la part du Conseil Quarantenaire, dont la manière de voir eut été différente si ces propositions avaient été mûrement étudiées.

Je vous prie de vouloir bien me tenir très régulièrement au courant des décisions et mesures qui seront prises ultérieurement par le Conseil Quarantenaire, comme aussi de me communiquer tous les renseignements qui vous seront transmis par vos agents. De mon



côté, je ne manquerai pas de vous faire part, ainsi que je l'ai toujours fait jusqu'à présent, des renseignements qui me parviendront et auront trait aux quarantaines.

J'ai avisé la Direction Sanitaire de la décision du Conseil en ce qui concerne M. le Dr. Milton.

Veuillez, &c.
Le Ministre de l'Intérieur,
(Signé) RIAZ.

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Inclosure 3 in No. 156.

*Dr. Ardouin to Riaz Pasha.*

*Alexandrie, le* 18 *Août*, 1890.

M. le Ministre,

J'AI l'honneur d'accuser réception à votre Excellence de la lettre qu'elle m'a adressé à la date du 13 Août, au sujet de la décision prise par le Conseil Sanitaire, Maritime, et Quarantenaire dans sa séance du 12 du même mois.

Je me suis empressé, M. le Ministre, de communiquer au Conseil la lettre de votre Excellence, en attirant tout spécialement son attention sur le fait que l'on ne peut relever, dans la correspondance toute entière échangée entre le Ministère de l'Intérieur et le Conseil Quarantenaire, aucun empiétement d'attributions de la part du Gouvernement, qui s'est borné à soumettre ses propositions au Conseil Quarantenaire, lequel demeurait libre de les refuser ou de les accepter. J'ai fait également ressortir que le Gouvernement a prouvé ainsi qu'il laisse au Conseil Quarantenaire toute liberté d'action, et qu'il a toujours cherché à assurer la plus prompte exécution du programme arrêté par le Conseil Quarantenaire.

Le Conseil a reconnu, M. le Ministre, qu'il a trouvé en toutes circonstances, auprès de vous, l'appui le plus empressé, et m'a chargé de vous assurer de sa reconnaissance pour votre Excellence et de son plus profond respect pour le Gouvernement.

Il m'a, en même temps, prié d'exposer à votre Excellence qu'il s'est lui-même montré plein de déférence pour les avis du Gouvernement, notamment lorsque, dans la séance du 5 Août courant, il a accepté la proposition de confier par groupes, aux agents de la Direction des Services Sanitaires et d'Hygiène Publique, les pèlerins Égyptiens après qu'ils auraient escompté leur quarantaine réglementaire.

Ce premier projet ayant été abandonné, la proposition de soumettre les pèlerins Égyptiens à une quarantaine complémentaire à l'Ile de Chadouan et de placer cette station sous la direction de M. le Dr. Milton, a été soumise dans la séance du 8 Août au Conseil, auprès duquel je l'ai appuyée, ainsi que je l'avais déjà fait, au Caire, au sein de la Commission.

Bien que plusieurs membres du Conseil ne lui eussent pas été tout d'abord favorables, elle a été cependant acceptée. Le Conseil, tenant à montrer son bon vouloir, n'a considéré, dans la délibération qu'il a prise, que le but poursuivi par le Gouvernement ainsi que les intentions dans lesquelles était faite sa proposition.

Ce n'est que le 12 Août, lorsqu'une troisième proposition, celle d'abandonner l'Ile d Chadouan pour Djebel-Zeït s'est produite, que le Conseil en est revenu à sa décision du 5 Août et a renoncé à suivre plus longtemps les suggestions de la Commission Sanitaire du Caire, redoutant les conséquences que de nouveaux retards auraient pu apporter dans l'application des mesures quarantenaires.

Le Conseil a tenu, M. le Ministre, à ce que je fisse connaître à votre Excellence l'enchaînement des faits afin qu'il soit nettement établi que, s'il y a eu malentendu, il n'y a pas eu, du moins, parti pris de sa part; et il espère de continuer à trouver auprès de votre Excellence le même appui que par le passé.

Veuillez, &c.
Le Président par intérim,
(Signé) DR. ARDOUIN.

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No. 157.

*Acting Consul Alban to the Marquis of Salisbury.—(Received September* 13.)

(No. 27. Commercial.)

*Alexandria, September* 4, 1890.

My Lord,

I HAVE the honour to forward herewith a copy of a despatch which I received yesterday from Dr. Mackie respecting a meeting of the Quarantine Board held on the 2nd instant under the presidency of Mr. Miévielle.

Dr. Mackie states that two communications from the Minister of the Interior were read, one of which announced that the arrangements for escorting pilgrim-ships through the Canal had been completed, and the other submitting for the approval of the Board the proposition that no pilgrims shall be allowed to leave Tor until the whole quarantine station be declared healthy, on the ground that such a decision was taken by the Board in 1881. Dr. Mackie states that the Delegates decided that the pilgrims should be allowed to leave by sections as soon as each section had undergone the prescribed quarantine without any suspected case. Dr. Mackie adds that he reminded the Board of what took place in 1881, and opposed a long-continued quarantine. Dr. Mackie reports that a discussion ensued on the hygiene of the encampment, in the course of which the frequent change of camping-ground was advocated, and the Inspector-General stated that he was about to visit Tor to carry out the measures recommended.

Dr. Mackie, in conclusion, states that a telegram was received announcing the appearance of cholera at Yambo, where most of the Egyptian pilgrims had gone.

I have, &c.
(Signed) ARTHUR B. ALBAN.

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Inclosure in No. 157.

*Dr. Mackie to Acting Consul Alban.*

*Alexandria, September* 2, 1890.

Sir,

I HAVE the honour to report that a meeting of the Maritime and Quarantine Sanitary Board was held to-day. Mr. Miévielle, having returned a few days ago from leave of absence, presided.

A communication was read from the Minister of the Interior announcing that arrangements were completed by the Ministry of War for the escort of pilgrim-ships through the Canal.

Another communication from the Minister submitted for the approbation of the Board an opinion expressed by the Provisional Central Sanitary Committee of Cairo that no pilgrims should be allowed to leave Tor until the whole quarantine station is declared healthy and safe, basing this opinion on the decision taken by the Board in 1881. Several Delegates remarked that the opinion of the Central Sanitary Committee was based on imperfect information, as such a decision was actually taken by the Board in 1881, but was never put in execution, the pilgrims having been allowed to leave section by section, as each isolated section had passed the regulation time without any suspected case. The Delegates decided that the same plan should be adhered to this year, as it would be very hard upon healthy sections to be kept in quarantine probably for months until the whole were declared healthy, and the practical utility doubtful.

The British Delegate reminded them that in 1881, though the deaths from cholera at Tor were only sixty or seventy, a violent form of epidemic diarrhœa broke out towards the end of the quarantine and carried off from 200 to 300. A long-continued quarantine would be likely to produce the same undesirable result this year. A long discussion ensued on the hygiene of the encampment and disinfection, many of the Delegates proposing disinfection such as can be carried out only in a well-appointed hospital. The Delegate for Austria-Hungary cited the method pursued by the army in India, shifting camping-ground when cholera breaks out. The British Delegate stated that the success of this method had been proved by experience in India, and urged on the Administration to trust more to frequent change on to fresh and clean soil than to trust all to imperfect disinfection. The Inspector-General stated that he intended to start immediately for Tor, and would see that these measures were immediately carried out.

The Egyptian Government proposes to undertake the supply of water for Tor and Ras Malla, either by condensing-ships or by sending in tanks by steamer from Suez. Proposal accepted by the Board.

The Director of Tor has sent his Report up to the 26th August, a copy of which I shall forward when received.

A telegram was received during the meeting announcing the appearance of cholera at Yambo. This is unfortunate news, as most of the Egyptian pilgrims had gone to Yambo.

I have, &c.
(Signed) J. MACKIE.

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No. 158.

*Mr. Portal to the Marquis of Salisbury.—(Received September* 17.)

(No. 36. Commercial.)

*Alexandria, September* 9, 1890.

My Lord,

WITH reference to my telegram of the 30th ultimo, I have the honour to inclose herewith copy of a Report which I have received from Dr. Mackie, containing his views, after consultation with Mr. Miéville, on the proposals of the Austrian Government for certain reforms in connection with the Maritime and Quarantine Board at Alexandria.

At the same time, I must apologize for the delay which has taken place in answering your Lordship's despatch, which has been occasioned by a painful illness from which, I regret to say, Dr. Mackie has been suffering.

The proposals of the Austrian Government, as set forth in the *aide-mémoire* inclosed in your Lordship's despatch, appear to be reasonable, and, if accepted, would be a distinct improvement on the present state of things; nor does there appear to be any chance at present of our being able to get anything more favourable to English commerce. Dr. Mackie, indeed, thinks that the Austrian proposals will meet with serious opposition in the Quarantine Board, and that, even when supported by England, there would be great doubt as to the possibility of getting them accepted. The whole scheme is substantially almost identical with the recommendations made by Dr. Mackie and Sir Charles Cookson, and embodied in a Report from Sir Evelyn Baring three or four years ago.

The whole system of transit of infected vessels through the Canal in quarantine is undergoing a severe test at the present moment. In the course of this and the next few weeks a number of ships, conveying several thousands of pilgrims from the cholera camp at Tor, will be passed in quarantine through the Canal, and if, as is hoped, their transit is safely accomplished, our position in regard to this question will be materially strengthened.

Assuming, as we may safely do, that these proposals emanate from the Austrian Delegate on the Quarantine Board, the inclosed copies of two letters which Dr. Klodzianowski addressed to the Acting President before his departure on leave of absence, show clearly that the sole reason on which is based the proposed exceptional facilities to be granted to ships bound for British ports consists in the geographical position of England. This being so, it is recommended that some mention be made of the fact, as being calculated to disarm the opposition of Delegates who might fear the extension of these privileges, at some future date, to other countries.

The exact meaning of the words, "pendant le trajet," in condition No. 2, requires some explanation. This expression should not, if it can be avoided, be made to include Suez and Port Saïd. Even now, as Dr. Mackie points out, suspected ships are allowed to embark and disembark passengers at these places in quarantine, and even the disembarkation of merchandize has been always permitted.

It is not, however, recommended that we should ask for a similar favour being extended to Ismaïlia, nor is there any likelihood of its being accepted were we to press for it. As regards the tax of 5*l.* on all ships passing the Canal in quarantine and of 1*l.* on mail-steamers, which is quoted in your Lordship's despatch, Dr. Mackie points out that this has already been accepted by Her Majesty's Government.

Finally, I venture to submit to your Lordship that, with a few slight alterations, more by way of explanation and for the sake of clearness than as regards any question of principle, the Austrian proposals might, with advantage, be supported by Her Majesty's Government. At the same time, I would suggest that, if the matter can be delayed for a few weeks, a more favourable opportunity for bringing them forward might be furnished by the successful passage through the Canal, in quarantine, of the thousands of pilgrims from the infected camp at Tor.

I have, &c.
(Signed) G. H. PORTAL.

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Inclosure 1 in No. 158.

*Dr. Mackie to Mr. Portal.*

*Alexandria, September* 8, 1890.

Sir,

SINCE the return of Mr. Miéville, we have studied together the proposals of the Austrian Government for a reform of the Quarantine Board. I have nothing to add to the observations I sent you by telegraph.

The proposal is, in substance, the same as was embodied in a Report to the British Government by Sir E. Baring, drawn up in consultation with Sir C. Cookson any myself several years ago. The proposal of the Austrian Government, I have no doubt, emanated from their Delegate at the Quarantine Board, and is foreshadowed in the letters herewith inclosed, which passed between him and the Acting President of the Board, and which I communicated to Sir E. Baring. If the transit of the Canal by the pilgrim vessels from Tor, in quarantine, is satisfactorily achieved during the present pilgrim season, it will strengthen our contention that the danger of transit even of infected vessels can be reduced to a minimum. Although the pilgrim vessels have been disinfected and the pilgrims have undergone their quarantine at Tor, they cannot be said not to be infected ships according to our "Règlement," as it has been found impossible to disinfect all the effects of the pilgrims, and these come direct from a cholera camp at half-a-day's sail from the Canal. I mention this as a point to be kept in view. In the observations I sent you for telegraph, I recommend that the word "Anglais" in the paragraph commencing "Les bâtiments Anglais infectés" should be suppressed. It seems to me that, if the word "Anglais" is to remain, the paragraph ought to be prefaced in some such way as follows: "Having regard to the geographical position of England, English vessels, infected or not, bound for ports in the United Kingdom, may be permitted to pass the Canal in quarantine, under the three following conditions," &c.

Having prefaced this by giving a reason for an exception in favour of England, the words "Sa Majesté la Reine" might remain, as at present, in condition No. 1 of the *aide-mémoire*. You will perceive, by the inclosed letters of the Austrian Delegate, that the geographical position is what they base the exception on in favour of England. I am not clear about the precise meaning they attach to the words "pendant le trajet"—the last words of condition No. 2. If this includes Suez and Port Saïd, that would be very objectionable. I would suggest that this should be made clear, as suspected ships even now are allowed to embark and disembark passengers at both ports. Disembarkation of merchandize has always been objected to, but is permitted. It would probably be impolitic to insist on it at the intermediate ports, such as Ismaïlia, as that would come under the head of a danger to Egypt, which has always been strongly upheld by the Board.

It seems to me that the propositions contained in the *aide-mémoire* contain all that we can ask for at present—if modified, as I have suggested, to make them clear. They will meet with great opposition, and very likely will not be accepted, but I think some such propositions are necessary as a protest against the fantastic propositions, being put forward by other Governments, to submit the Red Sea commerce to scientific bacteriological study. Some such proposals as those of the Austrian Government would suggest a different line of thought.

With regard to the taxes of 5*l.* and 1*l.* alluded to in the last paragraph of the *aide-mémoire*, they have already been accepted by Her Majesty's Government, and are not intended to be penal.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 158.

*Dr. Klodzianowski to Dr. Ardouin.*

M. le Président, *Alexandrie, le* 17 *Mai*, 1890.

DANS la séance du 6 courant, M. le Médecin Sanitaire de France, Dr. Catelan, a présenté au Conseil une proposition concernant les bateaux marchands ayant eu des cas de choléra à bord et voulant transiter le Canal Maritime en quarantaine.

M. le Dr. Catelan demande que ces bateaux avant d'entrer dans le Canal Maritime soient soumis à une observation de vingt-quatre heures, pendant laquelle le navire sera inspecté.

Cette proposition étant contraire aux Règlements existants forme une modification de ces derniers.

Pour cette raison je ne veux pas la discuter, mais je me permets d'adresser au Conseil ces quelques paroles d'aperçu général de la question.

Le Conseil se jette d'un extrême à l'autre.

Tantôt c'était une largesse sans borne, aujourd'hui une restriction trop étroite.

Je dois avouer franchement que je ne suis pas du tout l'adversaire du transit en quarantaine. J'admets même les raisons avancées à ce sujet par le Délégué d'Angleterre, qui veux que les navires à destination d'Angleterre soient moins sévèrement traités.



L'Angleterre, par sa position géographique isolée par mer du continent et distant de quinze jours de Suez peut demander des exceptions qu'aucun des États continentaux ne peut prétendre raisonnablement.

Ce que j'ai combattu et combats toujours c'est la voie fausse, pour ne pas dire illégale, par laquelle on veut atteindre ce but.

Nous sommes liés par des Règlements. Si ces Règlements ne correspondent plus aux exigences du progrès, il faut les changer, et je suis le premier à le reconnaître.

Mais nous n'avons pas mandat de faire ce changement, comme nous n'avons pas à déjouer ces Règlements existants. Nous avons le droit d'exprimer notre opinion et de demander d'autres Règlements, mais nous n'avons pas le droit de les modifier sans autorisation de nos Gouvernements.

Comme la proposition du Délégué et Médecin Sanitaire de France est une modification de ces Règlements, je demande l'ajournement de sa décision et je propose que les Délégués demandent d'urgence des instructions à ce sujet à leurs Gouvernements respectifs.

Veuillez avoir l'obligeance de faire part de la présente aux membres du Conseil.

Veuillez, &c.
(Signé) Dr. KLODZIANOWSKI.

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Inclosure 3 in No. 158.

*Dr. Ardouin to Dr. Klodzianowski.*

M. le Délégué, *Alexandrie, le* 22 *Mai*, 1890.

J'AI l'honneur d'accuser réception de votre lettre du 17 Mai courant relative à la question soulevée le 6 Mai au Conseil Quarantenaire, par le Délégué Sanitaire de France, au sujet des navires en quarantaine n'ayant pas de médecin à bord, question qui devait être portée à l'ordre du jour d'une prochaine séance.

Je vous ai informé verbalement que la proposition du Délégué Sanitaire de France paraît avoir été abandonnée, depuis lors, et ne sera pas, pour le moment, soumise au Conseil.

A la suite de ce fait, nous sommes convenus, si je ne me troupe, dans notre entretien de ce matin:—

1. Que je ne communiquerais votre lettre aux membres du Conseil que dans le cas où la question à laquelle se réfère [*sic*] viendrait à l'ordre du jour.

2. Que toutefois, comme plusieurs des observations contenues daus votre lettre concernant particulièrement les navaires qui se rendent en Angleterre et sont de nature à intéresser le Délégué de la Grande-Bretagne, je lui ferai parvenir, dès maintenant, une copie de votre communication.

Je vous prie de vouloir bien me faire connaître si nous sommes complètement d'accord sur ces deux points.

Veuillez, &c.
(Signé) ARDOUIN, *Président par intérim.*

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Inclosure 4 in No. 158.

*Dr. Klodzianowski to Dr. Ardouin.*

M. le Président, *Alexandrie, le* 22 *Mai*, 1890.

C'EST avec plaisir que j'apprends que M. le Dr. Catelan a retiré sa proposition, que j'ai voulu éliminir par ma lettre du 17 courant.

L'aperçu général sur la question en principe du transit en quarantaine est l'expression de mes idées que j'ai au sujet de cette question. C'est à vous que j'ai eu l'honneur d'exprimer ces idées et pour la première fois.

J'espère que les inconvénients du passé sont disparus à jamais et que je ne serai pas forcé par leur retour de reprendre mon ancien procédé.

Si vous croyez que ma lettre du 17 courant puisse intéresser M. le Délégué d'Angleterre, je vous autorise de la lui communiquer.

Quant à l'envoi des copies aux autres Délégués du Conseil, j'y renonce sur votre demande.

Veuillez, &c.
(Signé) Dr. KLODZIANOWSKI.

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No. 159.

*Mr. Portal to the Marquis of Salisbury.—(Received September 17.)*

(No. 37. Commercial. Confidential.)

*Alexandria, September* 9, 1890.

My Lord,

I HAVE the honour to acknowledge receipt of your Lordship's despatch No. 37, Commercial, of the 29th ultimo, inclosing a proposal, communicated by the Italian Ambassador in London, for the reorganization of the Egyptian Sanitary Regulations, and especially those which relate to the Red Sea.

I submitted your Lordship's despatch and its inclosures to Dr. Mackie, and have now the honour to inclose copy of his reply, which is, as your Lordship will perceive, both for scientific and practical reasons, entirely opposed to the Italian scheme.

Of the medical and scientific reasons I am not, of course, qualified to judge, but I would remind your Lordship that Dr. Mackie has for many years made a study of Asiatic epidemics, and of the best means of avoiding them, and that he has had exceptional opportunities for doing so.

With regard to the practical working of the proposed Italian reform, I venture to submit to your Lordship that it would in all probability give rise to more difficulties, more ill-feeling, and more impediments to commerce, even than the present system, which, it must be confessed, leaves much to be desired. The Italian note bases its reasons for the necessity of reform on the ground that the existing Board is not sufficiently international in character, that the Local Government is represented by too many votes, and that the local influence is too preponderating. It is apparently forgotten not only that the Local Government has a far greater interest than any other country in keeping cholera from its shores, but also that an International Board, whatever may be its composition, must be dependent on the Local Government for the execution of many of its decisions. Numerous instances of this have occurred recently, when the International Board have been obliged to appeal to the Egyptian Government for ships to convey pilgrims, ships to condense water, for tents, stores, drugs, and for soldiers.

In Egypt, more than in any other country, we have had experience of the working of more or less autonomous Boards of every kind, and I do not think that in any single instance can we say that the results are such as should encourage us to repeat the experiment if it can be avoided.

In this connection I would draw your Lordship's attention to Dr. Mackie's concluding remarks, giving his reasons for thinking that the proposals under discussion, although put forward by the Italian Government, emanate in reality from Dr. Proust, the Director of the Sanitary Service in France.

The scheme submitted for acceptance by the Italian Government aims at an increase of the autonomy, the irresponsibility and the internationality of the Quarantine Board, whereas I conceive that the efforts of Her Majesty's Government, for the proper service of necessary Quarantine Regulations, for the protection of British commerce, and for the sanitary protection of Europe in general, should be directed in precisely the contrary direction.

I have, &c.
(Signed) G. H. PORTAL.

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Inclosure in No. 159.

*Dr. Mackie to Mr. Portal.*

*Alexandria, September* 8, 1890.

Sir,

I HAVE the honour to acknowledge receipt of your letter of the 5th instant, inclosing copy of the proposal of the Italian Government for establishing an international prophylaxis against epidemics of Asiatic origin.

After careful perusal of this document, I can come only to one conclusion, that the scheme is far too complex and absolutely impracticable. Those who have had practical experience of the existing irresponsible International Board will not view with favour the proposal to establish another on a more independent basis still.

With regard to the details, the establishment of two scientific sanitary stations in the Red Sea, it is a much too scientific proposal to be practically useful for the object in view. I am quite of opinion that stringent measures and strict observation should be practised with regard to pilgrims during the pilgrim season, measures which might have prevented



the steam-ship "Decca" from importing cholera into Camaran during the present season. But this can only be done by great care at the ports of embarkation, and it requires no bacteriological laboratory to effect that. I am of opinion that a careful observation, or, as we call it in Egypt, a quarantine of observation for pilgrims before leaving the ports where they can embark, followed by an inspection by competent and independent persons at Bab-el-Mandeb or passing Aden or Perim, would do much to prevent steamers reaching Camaran or Jeddah with cholera on board. I would also propose that, so long as no proper quarantine and disinfection can be performed at Camaran, any cholera-infected vessel should be repelled at Bab-el-Mandeb and obliged to return to India. Any severe measures, such as set forth in the scheme of the Italian Government, or a modification thereof, should be made applicable to pilgrim vessels only. To apply it to Red Sea commerce in general is impossible, and commerce itself would rebel against it. The scheme is ultra-scientific, but not practical. I have reason to believe that this scheme did not emanate from the Italian Government, but is the proposal of Dr. Proust, Chief of the Sanitary Service in France. Shortly before Reuter's Telegraph Agency informed us that a scheme for quarantine reform was about to be presented by the Italian Government, I was informed that Dr. Proust had just previously been in Rome to consult with the Italian Sanitary authorities on a scheme for Red Sea observation.

I am, &c.
(Signed) J. MACKIE.

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No. 160.

*Count Tornielli to the Marquis of Salisbury.—(Received September 19.)*

(Translation.)

*London, September* 17, 1890.

My Lord,

ON the 12th August I had the honour to submit to your Excellency certain proposals made by my Government in view of regulating the Sanitary Service of the Red Sea by means of an International Agreement.

The same communication was made to other European Governments, and the Cabinet of Rome has already received the adhesion of France, of Spain, and of Belgium, and has been informed that Austria-Hungary, Germany, and Russia are in principle most favourable to the scheme proposed by Italy.

I had an opportunity some days ago of announcing verbally at the Foreign Office the adhesion of France, and since then I have announced that of Spain. On both occasions I expressed the hope, in the name of my Government, that the Government of Her Majesty the Queen, following the example of the States most interested in preserving the health of the countries lying round the Mediterranean, should pronounce, at an early date, a favourable opinion on the proposals submitted for their acceptance.

The threatened invasion of cholera rendered urgent the adoption, by common accord, of Regulations which would in all probability have the advantage of keeping off danger, and thus of saving commerce itself from the greater injury which it suffers from the defensive measures which each country is obliged to take when the danger of an invasion becomes imminent.

I have this day received from his Excellency the Cavaliere Crispi urgent instructions to bring the above before your Excellency, and to press for an early and favourable reply.

Accept, &c.
(Signed) TORNIELLI.

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No. 161.

*Memorandum by Sir E. Baring.—(Received September 19.)*

AS regards the Italian proposals, the reports received from Egypt confirm my original impression, viz., that they cannot be entertained by Her Majesty's Government.

The Austrian proposals might, I think, be accepted in principle; but, in answering Count Deym, I would suggest drawing attention to the points of detail to which Dr. Mackie refers.

(Signed) E. BARING.

*September* 18, 1890.

No. 162.

*Sir W. White to the Marquis of Salisbury.—(Received September 19.)*

(No. 79. Confidential.)
(Telegraphic.) P.

*Therapia, September* 19, 1890.

I HAVE been informed in confidence that the Sublime Porte is being pressed by the Italian Chargé d'Affaires to give its adhesion to the proposals made by his Government that a District Sanitary Commission should be appointed for the Red Sea. He has informed his Excellency Saïd Pasha that the Powers, almost without exception, have willingly given their consent, but that Her Majesty's Government has not as yet adhered to this measure.

In case the Porte should question me on the subject, how would your Lordship desire me to reply?

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No. 163.

*Minutes respecting the Proposals of Austrian and Italian Governments.*

PROPOSALS for fresh arrangements have been made by the Austrian and Italian Governments. The latter want a Conference for the purpose of establishing a permanent and autonomous International Commission to direct an international Sanitary Service in the Red Sea, with stations at or near Bab-el-Mandeb and Suez for the medical inspection of vessels entering the Red Sea from the Indian Ocean and those leaving the Red Sea for the Mediterranean. The Italian scheme seeks further to establish Regulations in regard to the embarkation of passengers and the shipment of goods at ports from which vessels proceed. It is surmised that this scheme in reality emanates from Dr. Proust, the Director of the Sanitary Service in France. The French and Spanish Governments have assented to the Italian proposals, and the German Government seems to regard them with some sympathy, but want to learn the opinion of Her Majesty's Government.

It is to be observed, on the other hand, that these proposals are at variance with the policy and views of Her Majesty's Government. They aim at creating, formally, an International Quarantine Board in Egypt, whereas the present Board is, in fact, an institution created by the Khedive, and the measures shadowed forth would involve interference with the law and practice at Indian and other ports.

The India Office advise against acceptance of the Italian proposals. They see no use in reopening questions concerning measures of quarantine and coercion, which, as far as India and Great Britain are concerned, must be held to be finally settled; and Lord Cross declines to send a Representative on behalf of India to the proposed Conference. Mr. Portal and Dr. Mackie are against the Italian scheme, and Sir Evelyn Baring supports their view of the case.

The opinion of Sir Evelyn Baring, Mr. Portal, and Dr. Mackie is that the Austrian proposals should be accepted in principle. A copy of Count Deym's Memorandum with modifications suggested by Dr. Mackie is annexed. It would be of great importance to obtain the support of the German Government to the Austrian scheme.

Mr. Portal urges that the Austrian scheme should be kept back a short time, because, if the Regulations relative to the transit of pilgrims now in force work well, this good result will strengthen the case in support of the Austrian propositions. If the Austrian and German Governments can be got into communication, this delay will ensue without laying too much stress on it.

The points for decision thus seem to be—

1. Shall the Italian proposal be declined?
2. Shall the Austrian proposal be accepted with Dr. Mackie's amendments, and with a suggestion to concert action with the German Government?
3. Inform Representatives at Courts interested of the views of Her Majesty's Government.
4. And likewise Agency in Egypt.

C. M. K.

*Foreign Office, September* 19, 1890.

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The Italian proposal is silly and mischievous.

The Austrian proposal is so reasonable that I cannot help feeling some suspicion about it; but as our experts can find no harm in it I think we may safely accept it.

*Qy.* Act as suggested above.

T. V. L.

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No. 164.

*Memorandum communicated by Count Tornielli, September* 24, 1890.

LES considérations et propositions formulées par la Direction de la Santé Publique du Ministère de l'Intérieur d'Italie, au sujet du Service Sanitaire pour la prophylaxie internationale contre les épidémies d'origine Asiatique, ont été communiquées par l'Ambassadeur de Sa Majesté le Roi d'Italie à son Excellence M. le Marquis de Salisbury, le 12 Août dernier.

Dans le but de parvenir à une entente sur la définition pratique et l'adoption de ces propositions ou *d'autres analogues*, le Gouvernement Italien a indiqué l'opportunité de réunir le plus tôt possible, dans la localité qui serait jugée la plus convenable, une Commission Internationale de Délégués Techniques des diverses nations Européennes et Américaines, afin de s'entendre sur les institutions internationales qui seraient jugées nécessaires et sur leur fonctionnement régulier.

En même temps qu'à l'Angleterre cette communication a été faite aux autres États les plus intéressés.

La France et l'Espagne qui se trouvent dans des conditions identiques avec l'Italie pour ce qui concerne l'intérêt de se défendre contre le danger des épidémies provenant principalement de la Mer Rouge, ont immédiatement accepté les propositions Italiennes. Celles-ci ont successivement obtenu l'adhésion de presque tous les autres pays auxquels elles avaient été présentées.

Le Cabinet de Rome n'a pas voulu ajouter foi aux bruits qui ont couru dans la presse au sujet des dispositions peu favorables du Gouvernement Anglais à prendre en considération la proposition Italienne. L'apparition du choléra dans le bassin de la Mediterranée, les craintes malheureusement aujourd'hui trop justifiées des ravages que cette maladie ne tarderait pas à faire dans les pays baignés par la Mer Rouge, étaient des motifs suffisants pour croire que le projet de réunir une Commission Internationale de Délégués Techniques afin d'aviser à l'organisation des meilleurs moyens de préservation, ne pouvait pas rencontrer l'opposition d'un Gouvernement lui aussi intéressé à sauvegarder la santé publique dans les pays qu'il possède dans les mers intérieures de l'Europe. Il y avait encore moins lieu à s'attendre à l'opposition de la Grande-Bretagne du moment que la proposition Italienne ne se bornait substantiellement à inviter tous les intéressés à une discussion technique et que l'invitation partait d'un pays qui dans les derniers temps a aboli dans son système sanitaire intérieur toutes les mesures dont l'efficacité n'étant pas suffisamment démontrée, constituaient des entraves pernicieuses aux intérêts légitimes du commerce et de la navigation internationale.

Néanmoins, les informations récemment parvenues à Rome portent que, bien qu'en principe l'avis des personnes compétentes qui ont été interrogées en Égypte n'ait pas été défavorable à l'adoption des propositions de l'Italie, l'Administration Britannique se disposerait à repousser *in limine* ces propositions.

Son Excellence M. Crispi, à la suite de ces informations, à ordonné à l'Ambassadeur de Sa Majesté le Roi d'Italie à Londres de mieux expliquer le but et la portée des propositions dont il s'agit.

L'intention du Gouvernement Italien est de faire prévaloir, si c'est possible, l'adoption des moyens de désinfection et autres qui sont conformes aux idées professées jusqu'ici par l'Administration Britannique dans l'espoir de parvenir ainsi plus facilement à l'abolition générale des mesures inutiles et vexatoires que chaque État est aujourd'hui souvent amené à appliquer dès la première apparition d'une maladie épidémique au grand détriment d'autres intérêts internationaux qu'il importe également de sauvegarder.

*Le* 24 *Septembre*, 1890.

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No. 165.

*The Marquis of Salisbury to Sir W. White.*

(Telegraphic.) *Foreign Office, September* 27, 1890, 1·45 P.M.

YOUR telegram No. 79.

Her Majesty's Government decline Italian proposals. Correspondence will be sent to you.

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No. 166.

*The Marquis of Salisbury to Count Deym.*

M. l'Ambassadeur, *Foreign Office, September* 27, 1890.

WITH reference to my note of the 4th ultimo, I have the honour to inform your Excellency that Her Majesty's Government are disposed to accept in principle the proposals in regard to sanitary matters in Egypt put forward in the Memorandum which your Excellency communicated to me on the 29th July. They are of opinion, however, that certain verbal modifications may be made with advantage in the terms of these propositions; and I have accordingly to request that your Excellency will be so good as to place before the Imperial and Royal Government the accompanying text, in which the modifications suggested on the part of Her Majesty's Government have been introduced.

I have further the honour to say that it would appear desirable to obtain the concurrence of the German Government in the Austro-Hungarian proposal previous to its being brought before the Powers interested in sanitary questions in Egypt.

The question of penalties in connection with the enforcement of fresh Regulations has to be further considered, but I have not thought it necessary to defer making known to your Excellency the opinion of Her Majesty's Government in regard to the Austro-Hungarian Memorandum of the 29th July, pending the definite expression of the views of the Departments of Her Majesty's Government more immediately concerned with these details.

I have, &c.
(Signed) SALISBURY.

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Inclosure in No. 166.

*Memorandum communicated to the Marquis of Salisbury by Count Deym, July* 29, 1890, *as modified by Her Majesty's Government.*

*Propositions au sujet d'une Réforme du Conseil Sanitaire à Alexandrie.*

(Texte modifié par le Gouvernement de Sa Majesté Britannique.)

(Secret.)

LA situation financière du Conseil Sanitaire en Égypte paraît actuellement de nature à appeler sur elle l'attention sérieuse des Gouvernements intéressés, dans le but de l'établir sur une base moins précaire et mieux assurée.

Le budget normal du Conseil s'élève à environ 24,000*l.*, et le déficit annuel des derniers Exercices un montant du 5,000*l.* à 6,000*l.* Considérant que les réformes projetées dans l'administration du budget équivaudront à une réduction des dépenses d'environ 2,000*l.* par an, il résulterait que les recettes estimées à 1,800*l.* d'une taxe de 5*l.* sur chaque bâtiment passant le Canal en quarantaine et de 1*l.* pour chaque paquebot suffiraient à couvrir approximativement les exigences du budget normal.

D'après les vues du Gouvernement Impérial et Royal une révision du Règlement du Conseil pourrait être opérée sur les bases suivantes.

Les bâtiments infectés ou non seront libres de passer le Canal de Suez en quarantaine, sous les trois conditions suivantes :—

1. L'arraisonnement et l'interrogatoire se feront à Suez ; de même qu'ils se pratiquent actuellement même vis-à-vis des bâtiments de guerre sous foi de serment délivré par le Commandant.

Cette mesure aurait le but de constater l'état sanitaire du bâtiment et les considérations de statistique suffiraient à elles seules pour les rendre indispensables.

2. Tout bâtiment infecté ou suspect sera accompagné durant son passage par le Canal par deux gardiens Sanitaires dignes de confiance, dont la mission principale consisterait à empêcher tout contact entre le bâtiment et les personnes ou objets se trouvant sur les bords du Canal. Il résulte de ce qui précède qu'un bâtiment infecté admis en passage dans les conditions qui précèdent ne pourra débarquer des personnes ou des marchandises pendant le trajet.

3. Pour exercer le contrôle voulu afin que tout bâtiment infecté prenne effectivement le cours indiqué et ne puisse, avant d'arriver au port pour lequel il est destiné, toucher en route des ports appartenant à d'autres Puissances, la sortie d'un tel bâtiment sera signalée de Suez par voie télégraphique au port de destination à moins que l'insertion dans les papiers du vaisseau, d'une clause constatant l'inspection du bâtiment, son passage en quarantaine, et sa destination ne soit considérée comme garantie suffisante.

Pour ce qui est de l'Autriche-Hongrie il est a présumer qu'il suffira que le port de Trieste fût avisé.

Dans le but de prévenir toute déviation du cours indiqué de la part du capitaine d'un tel bâtiment il importerait d'établir les dispositions pénales voulues, l'application desquelles incomberait à l'État auquel appartiendrait le bâtiment en question, à moins que l'imposition de ces amendes ne soit concédée à l'État, dont le territoire aurait été abordé.

Les bâtiments autres que ceux sous pavillon Britannique seront libres ou d'opérer le passage en quarantaine dans les conditions indiquées ci-dessus, ou de se soumettre à la quarantaine réglementaire.

Le Conseil Maritime aurait sur la base des Règlements actuellement en vigueur à élaborer les dispositions réglant la quarantaine dont l'application sévère offrirait toujours une certaine garantie contre l'importation d'épidémies en Égypte.

De même il est à supposer que les différents États dont les provenances arrivent en Égypte en état infecté préféreront qu'elles soient soumises déjà en Égypte à la quarantaine.

Le montant des taxes de 5*l.* pour un bâtiment passant le Canal en quarantaine et de 1*l.* pour les paquebots paraîtrait trop insignifiant pour donner lieu à des objections.

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No. 167.

*The Marquis of Salisbury to Count Tornielli.*

M. l'Ambassadeur, *Foreign Office, September* 27, 1890.

WITH reference to my note of the 20th ultimo, I have now the honour to inform your Excellency that the proposals of the Italian Government for the adoption of additional measures of quarantine in the Red Sea, as set forth in the Memorandum which accompanied your note of the 12th August, have now been carefully considered in consultation with the Secretary of State for India. The basis of the scheme which forms the subject of this Memorandum is the organization of a strict system of quarantine for vessels entering the Red Sea from the Indian Ocean, or coming from the Red Sea to the Mediterranean.

Your Excellency is no doubt acquainted with the views that have hitherto been held by Her Majesty's Government upon the system of quarantine as it is ordinarily practised; inasmuch as it was explained fully and in great detail by the British Delegates at the Conference which was held in Rome in 1885. The opinions of the Queen's Government upon this subject have undergone no change since that period, and they are not aware of any facts or considerations that should justify them in reverting to a system of precaution which they have long abandoned as being on the whole injurious to the public health.

Her Majesty's Government accordingly, while thanking the Government of Italy for the invitation conveyed in your Excellency's note of the 12th ultimo, feel compelled to decline to take part in the Conference to carry into effect the proposals put forward in that communication. I beg at the same time to assure your Excellency that the Government of Her Majesty fully sympathize in every movement for the benefit of public health; and I therefore avail myself of this opportunity to state that they are quite prepared to give attention to any well-designed measures of sanitary precautions, which are within the application of principles of sanitary science recognized in this country.

I have the honour to acknowledge the receipt of your further notes of the 17th and 24th instant.

I have, &c.
(Signed) SALISBURY.

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No. 168.

*The Marquis of Salisbury to Mr. Portal.*

(No. 38. Commercial.)

*Foreign Office, September* 27, 1890.

Sir,

I CONSULTED Sir E. Baring on the receipt of your despatch No. 36, Commercial, of the 9th instant, and I now transmit, for your information, a copy of my reply to the Austro-Hungarian Ambassador at this Court,* respecting the proposals of his Government relative to quarantine measures in Egypt.

I am, &c.
(Signed) SALISBURY

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No. 169.

*The Marquis of Salisbury to Mr. Portal.*

(No. 39. Commercial.)

*Foreign Office, September* 27, 1890.

Sir,

I CONSULTED Sir E. Baring on the receipt of your despatch No. 37, Commercial, of the 9th instant, and I now transmit, for your information, a copy of my reply to the Italian Ambassador at this Court,† respecting the proposals of the Italian Government relative to quarantine measures in Egypt.

I am, &c.
(Signed) SALISBURY.

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No. 170.

*The Marquis of Salisbury to Mr. Phipps.*

(No. 50. Commercial.)

*Foreign Office, September* 27, 1890.

Sir,

I TRANSMIT, for your information, copies of a communication made to Her Majesty's Government by Count Deym relative to quarantine and sanitary measures in Egypt, and of my reply to his Excellency.‡

I also inclose copies of correspondence with the Italian Ambassador at this Court relative to proposals made by the Italian Government, which you will perceive have not been entertained by Her Majesty's Government.§

I am, &c.
(Signed) SALISBURY.

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No. 171.

*The Marquis of Salisbury to the Marquis of Dufferin.*

(No. 69. Commercial.)

*Foreign Office, September* 27, 1890.

My Lord,

I TRANSMIT, for your Excellency's information, copies of correspondence with Count Tornielli relative to proposals made by the Italian Government with regard to quarantine and sanitary measures in Egypt;‖ and I have to request that your Lordship will use language on the subject, when it is adverted to by the Italian Ministers, in the sense of my reply to Count Tornielli.

* No. 166. † No 167. ‡ Nos. 135, 136, and 166.
§ No. 167. ‖ Nos. 139, 140, and 167.



I forward at the same time, for your Excellency's confidential information, copies of correspondence of a somewhat analogous nature with the Austro-Hungarian Ambassador at this Court.* This communication may not have been made yet to the Italian Government; you will, therefore, not advert to it, unless it is mentioned; but these papers are supplied for your guidance whenever the Austro-Hungarian proposals come into discussion.

I am, &c.
(Signed) SALISBURY.

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No. 172.

*The Marquis of Salisbury to Her Majesty's Representatives at Paris, Brussels, The Hague, Berlin, St. Petersburgh, Constantinople, Athens, Stockholm, and Madrid.*

(Circular. Commercial. Confidential.)

My Lord,

Sir,

*Foreign Office, September* 27, 1890.

COMMUNICATIONS, with the view to alterations in the existing arrangements with regard to quarantine and sanitary measures in Egypt, have been lately made to Her Majesty's Government by the Governments of Austria-Hungary and of Italy.

I inclose, for your information, copies of these communications, and of the answers returned to them.† You will perceive that the proposals of the Italian Government have been declined, and I have to request that you will take a fitting opportunity of making known to the Government to which you are accredited the nature of the reply which has been returned on the subject.

The Austrian communication may not have been made yet to all the Powers interested in sanitary questions in Egypt. You will, therefore, not advert to it unless it is mentioned to you, but this correspondence is supplied for your own information, and for your guidance whenever the Austro-Hungarian proposals come into discussion.

I am, &c.
(Signed) SALISBURY.

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No. 173.

*Foreign Office to Board of Trade.*

(Confidential.)

Sir,

*Foreign Office, September* 27, 1890.

I AM directed by the Marquis of Salisbury to request that you will inform the Board of Trade that certain proposals relative to quarantine and sanitary matters in Egypt have lately been made to Her Majesty's Government by the Government of Austria-Hungary.

A copy of these proposals, in the shape in which the British Consular and Medical officers in Egypt, who have been consulted on the subject, think they may be accepted, is herewith inclosed.

With regard to the third heading of the Austrian proposals, Her Majesty's Government do not appear to possess power to proceed against the owners of vessels brought to a port other than that which is stated to be their port of destination. It is possible that the recent incident of the steam-ship "Talford," the particulars of which are known to the Board of Trade, may have given rise to the desire to make provision for dealing with such cases. Stress may probably be laid on the necessity for the adoption of means to prevent the recurrence of such incidents.

I am accordingly to request the opinion of the Board of Trade as to the manner in which Her Majesty's Government could best meet the wishes of the Austro-Hungarian Government on this point, whether a bond could properly be entered into at Suez, pledging the vessel, under sufficient penalty, to proceed direct to the port of alleged destination, subject to such exigencies as stress of weather or *force majeure;* or whether the Board of Trade have other suggestions to offer as to the best course to be taken for attaining this object.

I am, &c.
(Signed) T. V. LISTER.

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* Nos. 135, 136, and 166. † Nos. 135, 139, 166, and 167.

No. 174.

*The Marquis of Salisbury to Count Hatzfeldt.*

(Confidential.)

THE Marquis of Salisbury presents his compliments to Count Hatzfeldt, and with reference to the communication from the German Embassy of the 4th instant, begs to forward, for his Excellency's confidential information, a copy of the reply which has now been sent to the proposals of the Italian Government relative to quarantine measures in Egypt.

*Foreign Office, September* 27, 1890.

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No. 175.

*The Earl of Lytton to the Marquis of Salisbury.—(Received September* 30.)

(No. 266. Commercial.)

*Paris, September* 26, 1890.

My Lord,

WITH reference to Mr. Egerton's despatch No. 252, Commercial, of the 8th instant, stating that the French Government had adhered to the Italian proposals for Sanitary Regulations in the Red Sea, I have the honour to inform your Lordship that M. Ribot asked me the day before yesterday if I could tell him to what decision Her Majesty's Government had come in the matter.

I informed his Excellency that I would make inquiries and let him know the result as soon as possible.

I have, &c.
(Signed) LYTTON.

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No. 176.

*The Marquis of Salisbury to the Marquis de Casa Laiglesia.**

(Confidential.)

THE Marquis of Salisbury presents his compliments to the Marquis de Casa Laiglesia,* and with reference to inquiries made at this Department, begs to forward, for his Excellency's confidential information, a copy of the reply which has now been sent to the proposals of the Italian Government relative to quarantine measures in Egypt.†

*Foreign Office, September* 30, 1890.

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No. 177.

*The Earl of Lytton to the Marquis of Salisbury.—(Received October* 6.)

(No. 270. Commercial.)

*Paris, October* 4, 1890.

My Lord,

I HAVE the honour to transmit herewith to your Lordship two articles published in the "Journal des Débats" by Dr. Daremberg, on the subject of the replacing of quarantines by a complete system of disinfection of ships, their passengers, and cargoes.

I have, &c.
(Signed) LYTTON.

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Inclosure 1 in No. 177.

*Extract from the "Journal des Débats" of October* 1, 1890.

LE CHOLÉRA.—LA SUPPRESSION DES QUARANTAINES. LA DÉSINFECTION DES NAVIRES.—Le Gouvernement Italien a envoyé aux principales Puissances Européennes et Américaines une longue note sur le service maritime dans la Mer Rouge. Il semble que cette note ait éveillé les susceptibilités politiques de l'Angleterre, qui désire être maîtresse

* Also to Baron de Wedel Jarlsberg.

† No. 167.



absolue en Égypte et dans toute la Mer Rouge. Nous n'avons pas à nous occuper ici de questions politiques, et nous regretterions vivement que les procédés diplomatiques plus ou moins corrects de l'Italie fissent échouer la réforme des services sanitaires maritimes, désirée dans tous les pays. Quelques détails techniques montreront que, grâce aux progrès de la science, le service sanitaire peut se faire sans léser les intérêts de la navigation et, par conséquent, de l'Angleterre. Aussi nous espérons bien sincèrement que le Gouvernement de la Reine consentira à discuter avec la France les principaux points de la note Italienne.

Cette note est pleine de bonnes intentions; elle demande que "l'on empêche du côté de l'Orient la propagation de toute maladie infectieuse par la *voie de terre*," ce qui nous paraît tout à fait impossible; et, du reste, l'excellente note se garde bien d'indiquer les moyens nécessaires et suffisants pour obtenir un aussi merveilleux résultat. L'Orient est vaste; où commence-t-il, où finit-il? Comment garder une pareille immensité de territoire? Au lieu de chercher à faire de l'hygiène avec des gendarmes sanitaires, on ferait peut-être mieux d'envoyer catéchiser les Musulmans et les Juifs d'Orient par des prêtres de leurs religions qui leur rappelleraient les admirables préceptes de Moïse et de Mahomet sur la propreté. Aussi nous conseillons vivement à la future Conférence de ne pas aborder la défense de la voie de terre, par laquelle le choléra et la peste pourraient entrer en Europe.

Il en est tout autrement pour la *voie de mer*. Celle-ci est facile à défendre, et, comme c'est par elle que le choléra a le plus de chances de nous arriver, depuis le percement de l'Isthme de Suez, il sera utile de concentrer tous les efforts pour la protéger. Les mesures proposées par l'Italie pour obtenir une protection efficace sont presque toutes excellentes. Tout d'abord elle veut détruire tout le vieil appareil de défense sanitaire; elle laisse à une Commission Technique le soin de remplacer ces villaines ruines par quelque monument solide. Depuis quelques années, une grande révolution scientifique s'est accomplie; on sait, grâce à Pasteur, que les maladies épidémiques sont causées par des microbes qui entrent dans notre organisme, y pullulent et en sortent pour infecter les lieux que nous habitons, les objets que nous touchons. On sait, grâce à Koch, que le choléra est une de ces maladies microbiennes. On sait encore, grâce aux travaux effectués surtout dans les laboratoires de ces deux maîtres, que de nombreux produits chimiques, peu coûteux et facilement maniables, détruisent ces microbes fixés sur les linges, les vêtements, la literie, les parquets, &c. La désinfection du corps et des habitations est devenue une science à laquelle les chimistes, les microbiologistes, et les ingénieurs ont apporté leur part. Ce sont eux qui devront se réunir à l'appel du Gouvernement Italien; on devra aussi leur adjoindre des armateurs qui pourront donner d'excellents renseignements sur la manière la plus pratique, la plus efficace, la plus rapide et la moins gênante d'effectuer la désinfection de leurs navires. Lorsque cette Commission Technique aura établi: (1) que les quarantaines sont inefficaces, barbares, dangereuses; (2) que la désinfection est efficace, peut être pratiquée sans perte de temps et sans dommage matériel; quand elle aura démontré scientifiquement ces deux points, alors les diplomates et les hygiénistes-fonctionnaires pourront se réunir pour établir les bases d'un service international de désinfection dans la Mer Rouge. Sur ces bases, il n'est pas douteux que la France et l'Angleterre puissent s'entendre ensemble. A la dernière Conférence Sanitaire de Rome, les Représentants de toutes les Puissances Européennes et Américaines se sont ligués contre l'Angleterre. C'était là une tactique puérile. C'est l'Angleterre, et l'Angleterre seule, qu'il faut convaincre. Si la majorité des Puissances Européennes veut retourner à une Conférence Sanitaire avec les quarantaines vexatoires et surannées, on fera une besogne ridicule; l'Angleterre ne voudra rien écouter, et elle aura bien raison. Du reste, nous espérons vivement que le Gouvernement Français acceptera la suppression absolue des quarantaines et leur remplacement par une désinfection sérieuse et scientifique. Depuis plusieurs années, M. Proust, Inspecteur des Services Sanitaires Français, déclare avec raison qu'il est tout prêt à remplacer les quarantaines par une désinfection efficace. Le moment nous semble venu de réaliser ces promesses, si, comme nous l'espérons, le nombreux personnel qu'il a sous ses ordres a été exercé pendant ces dernières années aux études microbiennes et aux pratiques de la désinfection.

On peut dire que bien souvent la désinfection des navires est actuellement une simple plaisanterie; on déclare en Europe un navire désinfecté quand on a lavé le pont, lancé au hasard quelques litres de solution antiseptique, et quand on a à bord une étuve à vapeur dont on ne se sert, du reste, presque jamais. En Orient, c'est encore bien pis. MM. Koch et Gaffky ont décrit les procédés usités, après les avoir subis en revenant de l'Inde; ils atteignent le plus haut comique. A Suez, les membres de la Mission Allemande furent placés dans une chambre dont les fenêtres avaient les vitres brisées; au-dessous d'une estrade on avait mis une poignée de chlorure de chaux mélangée à une quantité égale de

soufre; on versa sur le mélange quelques gouttes d'acide chlorhydrique; les vapeurs de chlore devinrent assez intenses; au bout d'une minute on déclara que la désinfection était complète. Je le crois bien, la désinfection des personnes avec le chlore, si elle était rigoureuse, produirait l'asphyxie mortelle. Aussi j'espère que, depuis le passage de la Mission Allemande, on n'aura pas fait de nouveaux essais.

A El-Tor, la désinfection a été très paternelle; la Mission vit un commis arriver sur le navire avec deux verres d'acide sulfurique qui furent dilués dans un seau d'eau de mer. Avec un gros pinceau, on aspergea par ci, par là le parquet et les parois. On ne visita ni les compartiments intérieurs, ni les cabines, ni les water-closets; la salle à manger seule reçut une petite aspersion sur le tapis qui recouvrait le parquet En moins de dix minutes tout était terminé. Quel peut être le but de pratiques aussi grotesques? Se tromper soi-même, en voulant rassurer les autres.

Mais si l'on ne désinfecte rien en Orient, on y fait des quarantaines à outrance. Ainsi, en ce moment, quand un navire contenant des pèlerins de la Mecque arrive vers Suez, on le vide à El-Tour; là les malheureux pèlerins, exténués par les privations, les fatigues du voyage, restent prisonniers pendant vingt jours dans un lazaret composé de tentes où l'on est entassé, où le sol et l'eau de boisson sont constamment souillés, où le fléau se répand avec rapidité, tuant tous ceux qui ne peuvent résister à l'agent de contagion; et la quarantaine ne cesse que faute de combattants, c'est-à-dire vingt jours après le dernier cas de choléra. Ces quarantaines à la Turque soulèvent l'indignation, ce sont de vrais massacres. Et cependant l'Europe, qui était si sensible quand on tuait quelques raïas, et qui pousse les hauts cris quand on maltraite un Arménien, approuve absolument des pratiques sanitaires dignes de Tamerlan. C'est le Conseil Sanitaire International d'Alexandrie qui a imposé ces prescriptions; il a même ajouté une nouvelle quarantaine de dix jours dans un campement installé à l'entrée du Canal de Suez.

Et encore, si ces procédés sauvages d'arrêt d'une épidémie avait une efficacité sérieuse, on pourrait discuter l'opportunité de leur maintien. Mais, au contraire, les quarantaines Turques et Égyptiennes, de même que les anciennes quarantaines Italiennes et Espagnoles, ne sont que des agents de dissémination du choléra, parce qu'elles ne sont pas strictement exécutées. Ce n'est pas dans le pays du bacchich qu'il faut espérer obtenir un isolement sérieux. On ne l'a jamais obtenu, et les événemens les plus récents démontrent qu'aucun progrès n'a été réalisé à cet égard. En effet, l'épidémie actuelle de la Mecque et de Djeddah a été produite par la quarantaine imposée à un navire contaminé par le choléra. Le 2 Juillet, le "Deccan," vapeur Anglais, arrive de Bombay à l'Ile de Caraman dans la Mer Rouge, avec 1,220 pèlerins Hindous; il avait eu quatorze cas de choléra pendant la traversée. Tous les passagers furent débarqués dans l'Ile, et, du 2 Juillet au 7 Août, il y eut parmi eux quarante cas de choléra, dont trente-sept décès. En même temps, trois gardiens du campement quarantenaire moururent également du choléra; puis le fléau se répandit dans le village de l'Ile de Camaran. Comme les habitants de ce village communiquaient avec la côte, Djeddah, la Mecque, et Taïf furent contaminés. (Voir le Bulletin Épidémiologique de la "Revue d'Hygiène," 20 Août, 1890.) Voilà quelle a été l'œuvre de la quarantaine de Camaran. Il en sera probablement de même au lazaret de El-Tor, qui est absolument infecté et où la mortalité cholérique est très forte. Ces faits jugent les quarantaines d'Orient.

Quelle devra donc être dans l'avenir la conduite à tenir à l'égard d'un navire infecté par le choléra Indien à son entrée dans la Mer Rouge? Un poste sanitaire devra être établi, comme le demande la note Italienne, au détroit de Bab-el-Mandeb. Le Dr. Rossi Bey, qui a exercé pendant quarante ans en Égypte, a démontré en 1885, devant la Société d'Hygiène de Milan, que dans ces parages, Moka offrirait un port de facile abordage et de grandes ressources. A l'arrivée devant le poste choisi, un navire infecté, c'est-à-dire ayant eu des morts ou des malades cholériques, sera ainsi traité: les malades seront transportés à l'hôpital, les suspects dans une infirmerie d'observation. Les passagers et marins valides seront amenés avec leur bagage volant dans de grandes salles très simples et ne contenant que des sièges facilement désinfectables; de cette salle, ils passeront dans une autre où ils prendront soit un bain, soit une douche, soit une lotion antiseptique et inoffensive; de là, ils passeront dans une salle d'attente-buffet. Pendant le bain, la douche ou la lotion, on désinfectera à la vapeur leurs vêtements, linge et petit bagage. Enfin, pendant que les voyageurs seront à terre, on désinfectera le navire depuis le pont jusqu'à la sentine. Toutes ces opérations peuvent être facilement terminées en une dizaine d'heures. Aussitôt après, le navire pourra embarquer les passagers valides et continuer sa route. Il aura ainsi évité une longue quarantaine; ses passagers et son matériel auront été assainis, ce qui n'est pas superflu, quand il s'agit de pèlerins ou d'émigrants; le choléra n'aura pas été propagé, et de nombreux décès auront été évités parmi les habitants du bateau.



On agira de même pour le retour de la Mecque, en installant un second port sanitaire près de Suez, dans la baie d'Akkada qui a été recommandée par le regretté Fauvel et par M. Eck, Délégué du Gouvernement Russe à Alexandrie.

On objectera que les navires pourront, après la désinfection, embarquer des voyageurs en incubation de choléra, et dont le mal n'éclatera que trois ou quatre jours après le départ. Ces faits seront certainement très rare; mais, comme ils peuvent survenir, Djeddah et les ports de débarquement de l'Égypte, de la Côte d'Afrique et de l'Europe devront être pourvus de stations de désinfection. Puis les voyageurs débarqués devront indiquer leur lieu de résidence. Ce système, fort bien installé par M. Proust à la frontière Espagnole, a donné les meilleurs résultats, et il peut être imité partout.

Telles sont les mesures de protection qu'il importe d'adopter, et nous allons voir que la Commission Technique pourra facilement démontrer au Gouvernement qu'elles sont efficaces contre l'importation du choléra, qu'elles peuvent s'effectuer sans entraver la rapidité de la navigation, qu'elles sont inoffensives pour les personnes, et qu'elles n'endommageront ni le matériel, ni la cargaison des navires. Quelques détails précis suffiront à faire naître la conviction.

(Signé) Dr. G. DAREMBERG.

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Inclosure 2 in No. 177.

*Extract from the "Journal des Débats" of October* 3, 1890.

Le Choléra.—La Suppression des Quarantaines. La Désinfection des Navires.*—Les autorités sanitaires Françaises ont déclaré depuis plusieurs années qu'elles n'admettraient la suppression des quarantaines que si les Compagnies de Navigation acceptaient la présence à bord d'un médecin nommé par l'État et chargé d'opérer la désinfection du navire pendant la traversée. Nous avons combattu et nous combattons encore cette prétention. Jamais les Compagnies n'accepteront la présence à bord d'un Agent de l'État, qui aura le droit de donner des ordres, malgré l'avis du capitaine.

En outre, d'après les renseignements que nous avons pu recueillir, les Compagnies Françaises et Anglaises ne se soucient pas d'être obligées d'opérer elles-mêmes la désinfection. Elles disent avec raison qu'il est impossible d'avoir sur chaque navire un personnel sachant manier, sans danger ni inconvénients, les désinfectants liquides et gazeux; ils craignent que des mains inexpérimentées ne provoquent les accidents de personnes, des incendies, des détériorations, et elles affirment que, dans ce cas, les Compagnies d'Assurances ne voudront pas les indemniser. Elles préfèrent beaucoup que, dans un certain nombre de ports, des Compagnies spéciales, des stations sanitaires internationales ou municipales se chargent de les désinfecter. Il est bien entendu que les taxes imposées aujourd'hui pour l'organisation des quarantaines devront être employées à payer les frais de désinfection et qu'il importe de ne pas augmenter ces taxes.

Mais diront à la fois les armateurs et les hygiénistes-fonctionnaires, quand faudra-t-il opérer la désinfection d'un navire? Il faudra désinfecter à l'entrée de la Mer Rouge et du Canal de Suez tout bâtiment venant d'un pays où le choléra est endémique et qui, pendant sa traversée, aura eu un décès ou même un cas cholérique, ou, dans quelques cas rares, qui contiendra des malades dont la diarrhée aura été reconnue cholérique par le micrographe attaché à la station sanitaire. Mais, dira-t-on encore, quelle confiance pourra-t-on avoir dans les déclarations des capitaines et des médecins de Compagnies, dont le devoir est de ne pas entraver la rapidité de la traversée et d'éviter les frais de désinfection? J'admets que fréquemment les officiers de toutes les nationalités n'ont pas déclaré les cas de choléra suvenus à bord. Pour éviter de semblables manquements à l'honneur, la Commission Internationale, convoquée par l'Italie, devra établir un Code Sanitaire International, applicable dans la Mer Rouge, qui punira sévèrement les fausses déclarations dans tous les pays Signataires de l'Acte Final. Du reste, l'Angleterre semble être aussi favorable que la France à l'adoption de pareilles mesures, car, dans sa séance du 23 Janvier, 1888, le Comité Consultatif d'Hygiène a reçu communication d'une lettre de l'Ambassadeur d'Angleterre, annonçant que, si on permettait aux navires Anglais non contaminés de traverser le Canal de Suez sans faire un jour de quarantaine d'observation à Suez, le Gouvernement Anglais consentirait à donner aux médecins de bord des certificats spéciaux, révocables par suite d'un manquement à l'observation des Règlements Sanitaires.

Ainsi, avant d'abolir les quarantaines de la Mer Rouge, on devra obtenir la creation

* Deuxième article.

d'un Code Sanitaire International et l'installation de deux stations qui se chargeront de la désinfection des navires. Cette désinfection devra être effectuée dans les cas que nous venons d'indiquer, quelle qu'ait été la désinfection faite sur le navire pendant la traversée, car il serait bien difficile d'apprécier la valeur d'une opération confiée à des mains inexpérimentées. La Conférence devra seulement indiquer, sous forme de conseils, les mesures à prendre pour désinfecter par l'eau bouillante, même sur les petits bateaux, les linges et ustensiles ayant servi à des cholériques.

En France, les autorités sanitaires voudraient imposer la présence d'une étuve à vapeur sous pression sur chaque navire; cette prétention est abusive, parce que ces étuves sont d'un prix considérable, et que l'eau bouillante suffit parfaitement à tuer les germes du choléra, qui sont très faiblement résistants lorsqu'ils sont déposés depuis peu sur les linges ou les vêtements. La place de ces étuves sera dans les stations sanitaires, et il conviendra d'établir un concours entre les constructeurs des différents pays d'Europe et d'Amérique, car les installations actuelles de Paris, de Berlin, et de Goettingue nous paraissent être trop compliquées, trop dispendieuses, et ressembler beaucoup plus à des instruments de laboratoire qu'à des machines industrielles. D'après toutes les descriptions que nous avons lues, nous croyons que l'on pourrait imiter dans les stations internationales l'installation de la chambre de désinfection à la vapeur, établi dans la Louisiane, à l'embouchure du Mississipi. (Voyez le Rapport de M. Vallin sur le travail du Dr. Holt, de la Nouvelle-Orléans, lu au Comité Consultatif d'Hygiène, le 27 Février, 1888.) Cette Chambre a 18 mètres de long sur 3·30 de large et 2·15 de haut. Les parois ont une épaisseur de 20 centim.; il conviendrait de les rendre incombustibles et capables de supporter une forte pression pour permettre à la vapeur surchauffée de garder une température supérieure à 100 degrés. Il conviendrait aussi d'introduire dans leur maniement un très ingénieux tour de main, imaginé par nos habiles ingénieurs sanitaires, MM. Geneste et Herscher. Quand on désinfecte un matelas, on produit au milieu de l'opération une détente qui laisse échapper de la vapeur et, en même temps, dégage la couche d'air condensée à la surface de chaque filament. Si on laisse alors pénétrer de nouveau la vapeur d'eau, elle insinue beaucoup plus facilement dans l'intérieur des tissus, sans perdre sa température initiale.

A la station du Mississipi, on désinfecte dans l'étuve à vapeur les linges, les vêtements, les bagages, et la literie. Il faut trente minutes pour charger la chambre et les appareils; les objets restent en présence de la vapeur d'eau pendant vingt minutes, et il faut quinze minutes pour enlever les effets, soit un total de soixante-cinq minutes. Deux ou trois opérations suffisent pour le contenu de chaque paquebot, soit un maximum de trois heures un quart par navire.

Pendant ce temps, on désinfecte la cale, le lest, l'entrepont, les cabines et salons, le gaillard d'avant, le tillac, avec une solution contenant, pour un litre d'eau, un gramme de sublimé corrosif et un gramme de chlorhydrate d'ammoniaque ou d'acide chlorhydrique. Il faut employer pour chaque grand navire environ 6,750 litres de solution lancés par une pompe et trois tuyaux de caoutchouc terminés par une pomme d'arrosoir. Cette opération dure une à deux heures.

Enfin, pour plus de sécurité, on introduit en une heure à l'aide d'un tuyau de fumigation, descendu par une écoutille à fond de cale, environ 500 mètres cubes de gaz acide sulfureux, produits par la combustion du soufre en canon. Cette fumigation n'altère en aucune façon les balles de café ou de coton, si on prend la précaution de ne pas faire déboucher le gaz au contact immédiat de ces balles. A la Nouvelle-Orléans, on laisse le gaz sulfureux en contact pendant huit heures avec le navire, dont les ouvertures ont été soigneusement fermées; on pourrait se contenter d'une période de quatre heures; puis on aère pendant deux ou trois heures.

Ces désinfections ont été opérées sur plusieurs centaines de navires sans avoir provoqué aucun accident; elles ne nécessitent que des appareils simples, elles occupent environ dix heures. On pourrait encore les simplifier, car il nous paraît inutile de faire deux désinfections successives, l'une avec le sublimé, l'autre avec l'acide sulfureux.

Le sublimé corrosif est le microbicide, et, par conséquent, le désinfectant le plus énergique. On pourrait faire deux objections au lavage par le sublimé: la première, c'est qu'il est dangereux de manier un poison aussi violent; cette objection n'a pas de raison d'être si ce poison est manié par des désinfecteurs de profession, et, à la Louisiane, il n'a jamais provoqué d'accident. La seconde objection est celle-ci: le sublimé ne détruit pas les crasses, la poussière formant laque sur les parois, les planchers et les meubles; or, les microbes peuvent être englobés dans ces laques et ne pas être atteints par la solution du sublimé. Cette objection est exacte, mais il est facile d'obvier à cet inconvénient: d'abord, si on ajoute une petite quantité d'acide chlorhydrique à cette solution, cet acide, trop faible pour altérer les peintures et les vernis, dissociera les empâtements; en outre, si on ne voulait pas ajouter d'acide, on pourrait, avant d'injecter la solution de sublimé, lancer de



l'eau de savon alcalin, qui a les mêmes propriétés. On a objecté aussi que le sublimé altère les dorures; mais les navires à pèlerins, qui sont visés ici, ne doivent guère en contenir; et les bonnes dorures ne sont pas altérées par la solution acide de sublimé au millième; les grands paquebots peuvent donc être rassurés.

L'acide sulfureux n'agit pas sur tous les microbes comme le sublimé; mais de récentes expériences, très exactement instituées, ont montré à M. Thoinot que le microbe du choléra est détruit par l'acide sulfureux. ("Annales de l'Institut Pasteur," 25 Août, 1890.)

On pourra donc choisir entre le sublimé et l'acide sulfureux pour la désinfection des navires. Lorsqu'on aura à désinfecter des paquebots qui renferment des cabines de luxe, il faudra retirer les tentures et les placer dans l'étuve à vapeur, car l'acide sulfureux pourrait altérer les couleurs. Il en sera de même des petits meubles richement tapissés. On pourra nettoyer les chambres luxueuses avec de la mie de pain. M. Esmarch a démontré que les meubles, glaces, objets d'art, boiseries, frottés avec un gros morceau de pain, sont purgés de tout microbe; on se sert de la croûte comme du dos d'une brosse et on frotte avec la mie; les fragments de pain qui ont servi sont brûlés. Par cette désinfection mécanique, ou incorpore avec la mie de pain toutes les crasses et poussières au milieu desquelles sont fixés les microbes. Ce procédé est prescrit par le Règlement de la désinfection à Berlin, en date du 7 Février, 1887.

Mais, en tout cas, il faudra largement arroser les parquets avec le sublimé. C'est dans l'interstice des planches que se confinent les microbes. C'est dans ces rainures que M. Chantemesse, à l'hôpital, a trouvé le bacille du tétanos; que M. Tryde, dans une caserne de Copenhague, et M. Chour, dans une caserne de Zitomir (Russie), ont trouvé le microbe de la fièvre typhoïde; que M. Babès, à Bucharest, a trouvé le bacille-virgule du choléra.

Pendant la désinfection à l'acide sulfureux, il faudra aussi préserver les machines. Si on ne peut empêcher le gaz de parvenir au milieu d'elles, il faudra les graisser copieusement.

Dernièrement, à Berlin, M. Geppert a publié un travail fort intéressant tendant à démontrer que le meilleur désinfectant est le chlore, et, en effet, ses expériences sont très concluantes. Aussi recommande-t-il, pour les désinfections des locaux, des objets métalliques et de la peau, d'employer une solution de chlore dans l'eau. On l'obtient en fabriquant un litre de solution saturée d'hypochlorite de soude que l'on mélange avec 50 centim. cubes d'acide chlorhydrique; on a ainsi, en trente minutes, une solution de chlore à 4 pour cent. Il faudrait, dit M. Geppert, protéger les ouvriers par des masques et des respirateurs. Si des expériences industrielles confirment les travaux de laboratoire de M. Geppert, s'il est démontré que l'eau chlorée peut être maniée sans danger pour les opérateurs, sans détérioration des locaux et du matériel, et que son odeur disparaît rapidement, cet antiseptique pourra remplacer le sublimé et l'acide sulfureux. Mais jusque-là nous devons nous en tenir à ces deux substances qui ont fait leurs preuves industrielles.

Nous éliminerons de la désinfection des navires l'acide phénique, dont l'odeur est fort désagréable et très tenace, quoiqu'il soit encore adopté à Berlin; le sulfate de cuivre et le chlorure de chaux; les sels de zinc, dont le pouvoir antiseptique est très infidèle et très inférieur à celui du sublimé. Du reste, le sublimé est adopté par les établissements de désinfection à Trieste, Leipzig, Nottingham, la Nouvelle-Orléans, les ports Allemands; le Conseil d'Hygiène de la Seine l'a adopté à la suite d'un Rapport de M. Dujardin-Beaumetz, et le Comité Consultatif des Épizooties vient de déclarer qu'il doit remplacer tous les désinfectants prescrits par les arrêtés antérieurs.

Quant aux bains, lotions et douches, ils seront faits avec des solutions de sublimé à 1 pour 2,000, ou d'acide phénique à 2 pour 100. On a aussi recommandé les lavages à l'acide borique, au naphtol, au chloral; mais ces opérations seraient fort dispendieuses et probablement peu efficaces. M. Gibier a attiré dernièrement l'attention sur l'action antiseptique de l'eau oxygénée, ou plutôt de l'eau contenant de l'ozone. Si ce produit pouvait être fabriqué industriellement et facilement conservé, il serait utile pour la désinfection du corps.

Enfin, le Directeur de la Station Sanitaire fera bouillir devant lui l'eau qui servira à l'alimentation du navire. L'eau apportée sur un navire a été l'agent de la transmission cholérique dans un cas rapporté par M. Kitasato. ("Zeitschrifft für Hygiene," 1889.) En relâchant à Calcutta, le capitaine avait renouvelé sa provision de lait concentré et l'avait mélangé avec l'eau d'un tank souillé par des déjections cholériques. Lorsqu'on commença en pleine mer à consommer ce lait, le choléra éclata parmi l'équipage. En effet, M. Adametz, de Vienne, a démontré que le bacille du choléra vit aussi bien dans le lait que dans l'eau.

Tels sont tous les faits scientifiques qui serviront de base à la discussion de la Com-

mission Technique. Quand les antiseptiques auront été définitivement choisis par les microbiologistes, les ingénieurs indiqueront les meilleurs procédés mécaniques à employer pour les répandre. Puis les ingénieurs et les chimistes devront établir les prix de revient de chaque opération, les devis des installations, et les hygiénistes-fonctionnaires devront déterminer les attributions et les appointements d'un personnel compétent. On verra alors si les taxes sanitaires actuelles seront suffisantes pour payer ces frais. Nous croyons qu'il ne sera pas nécessaire de les augmenter, car, à El-Tor, on perçoit 15 fr. par personne pour droit de séjour au lazaret, et, pendant vingt jours, chaque pèlerin doit se nourrir à ses frais. Or, il est certain que la désinfection d'un navire ne coûterait pas 15 fr. par personne, car, à Trieste, la désinfection complète des logements et de leur contenu coûte de 5 fr. à 15 fr., et, à Goettingue, de 6 fr. à 20 fr. Or, chaque logement renferme une famille entière. En outre, il est beaucoup plus facile de désinfecter un navire qu'une série de logements éloignés les uns des autres.

Nous saluons de grand cœur l'ère nouvelle qui va, nous l'espérons, s'ouvrir pour la navigation : la suppression des quarantaines, et leur remplacement par la désinfection complète des navires et de leur contenu. Cette révolution, si heureuse pour le commerce maritime, sera une révolution Française, car elle sera due aux immortels travaux de Pasteur.

(Signé) DR. G. DAREMBERG.

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No. 177*.

*Sir H. Rumbold to the Marquis of Salisbury.—(Received October* 10.)

(No. 38. Commercial. Confidential.)

*The Hague, October* 8, 1890.

My Lord,

I HAD an opportunity to-day of speaking to M. Hartsen on the subject of the proposals which have been made by the Italian Government with regard to quarantine and sanitary measures in Egypt.

I gathered from his Excellency that the Dutch Government had received a communication of a similar nature to that addressed to Her Majesty's Government, and that they understood that it was intended to hold a Conference at Rome for the discussion of the programme put forward by Italy. M. Hartsen was, however, not aware of the nature of the answer made by Her Majesty's Government, and thanked me for informing him of it.

I left with him, "à titre confidentiel," copies of Count Tornielli's note to your Lordship, and of your Lordship's reply.

I asked M. Hartsen whether it was intended or not to accept the Italian invitation, and he said that no decision had been come to as yet, though the Dutch Government had been, on the whole, disposed to cause themselves to be represented at the Conference. His Excellency's tone led me rather to infer that the knowledge I had been able to impart to him of the refusal of Her Majesty's Government to take part in the Conference would have some influence on the determination which may be arrived at here.

As M. Hartsen made no mention of any communication from the Austro-Hungarian Government, I was careful not to advert to the subject.

I have, &c.

(Signed) HORACE RUMBOLD.

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No. 178.

*Mr. Portal to the Marquis of Salisbury.—(Received October* 10, 3 P.M.)

(Commercial.)
(Telegraphic.)

*Cairo, October* 10, 1890.

YOUR Lordship's despatch No. 38 of the 27th September.

In view of probable discussion of whole organization of the Quarantine Board between Powers, would it not be wiser that the Board should for the present postpone trying to pass proposal to tax mail-steamers, which Miéville proposes to bring forward next Tuesday? It will apparently meet with a good deal of opposition from Delegates of several Powers.

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No. 179.

*Mr. Portal to the Marquis of Salisbury.—(Received October* 11, *noon.)*

(Commercial.)
(Telegraphic.)

*Cairo, October* 11, 1890.

MY telegram of yesterday.

Austrian, German, French, and Dutch Consuls-General have instructed their respective Delegates on Quarantine Board to oppose (?) proposed taxation of mail-steamers, or any fresh taxation of navigation, while question is undergoing discussion between Governments.

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No. 180.

*The Marquis of Salisbury to Mr. Portal.*

(Commercial.)
(Telegraphic.)

*Foreign Office, October* 11, 1890, 3·10 P.M.

HER Majesty's Government consider that the questions of economies or fresh taxes should be discussed by the Board when they meet to consider their budget. They have already intimated their willingness to accept in principle the imposition of sanitary dues on mail-steamers, and they consider that the time for bringing that and other proposals forward must be left to the discretion of the President.

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No. 181.

*The Marquis of Salisbury to Mr. Portal.*

(Commercial. Confidential.)
(Telegraphic.) *Foreign Office, October* 11, 1890, 3·25 P.M.

YOUR telegrams of yesterday and to-day.

Her Majesty's Government do not understand your allusion to "discussion of whole organization of the Quarantine Board between Powers." They are not aware of anything beyond the Austrian proposal on which you have reported, and which not only does not raise "the question" of the Board's organization, but even suggested, *inter alia*, certain taxes on navigation which it now seems they are opposed to being brought forward.

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No. 182.

*Lord Vivian to the Marquis of Salisbury.—(Received October* 13.)

(No. 64. Commercial.)
My Lord, *Brussels, October* 6, 1890.

IN accordance with the instructions conveyed to me in your Lordship's Circular despatch, Commercial, Confidential, of the 27th ultimo, I have communicated to the Belgian Government in the *note verbale*, of which I inclose a copy, the substance of your Lordship's reply to the proposal of the Italian Government for the meeting of an International Technical Commission, having for its object the organization of a strict system of quarantine for vessels entering or passing out of the Red Sea towards the Mediterranean.

I have, &c.
(Signed) VIVIAN.

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Inclosure in No. 182.

*Note Verbale.*

A PROPOSAL for the meeting of an International Commission of Technical Delegates, having for its object the modification of the existing quarantine arrangements in Egypt and the adoption of additional measures of quarantine in the Red Sea, with the view of protecting Europe against the invasion of cholera and other infectious maladies of European origin, has recently been made to Her Majesty's Government by the Italian Government, the basis of the scheme being the organization of a strict system of quarantine for vessels entering the Red Sea from the Indian Ocean or passing from the Red Sea to the Mediterranean.

Her Majesty's Government replied to this proposal that their opinions upon the system of quarantine, as it is ordinarily practised, which were fully explained by the British Delegates at the Conference held at Rome in 1885, have undergone no change since that period, and that they are not aware of any facts or considerations that would justify them in reverting to a system of quarantine which they have long abandoned as being on the whole injurious to public health.

They have accordingly declined to take part in a Conference whose mandate would be to give effect to proposals based on this system of quarantine, but they have at the same time assured the Italian Government of their cordial sympathy in every movement for the benefit of public health, and of their readiness to give attention to any well designed measures of sanitary precautions which are within the application of the principles of sanitary science recognized in Great Britain.

(Signed) VIVIAN.

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No. 183.

*The Earl of Lytton to the Marquis of Salisbury.—(Received October 13.)*

(No. 278. Commercial.)

*Paris, October 9, 1890.*

My Lord,

I TOOK occasion, in the course of my interview with M. Ribot yesterday afternoon, to communicate to his Excellency, as directed by your Lordship's Circular despatch, Commercial, of the 27th September, the substance of your Lordship's reply to the Italian proposal that Great Britain should be represented on a Technical Commission to consider questions of Red Sea quarantine.

His Excellency thanked me for this communication.

I have, &c.
(Signed) LYTTON.

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No. 184.

*Board of Trade to Foreign Office.—(Received October 16.)*

(Confidential.)

*Board of Trade, London, October 15, 1890.*

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 27th ultimo, in which you transmit copy of a Memorandum embodying certain proposals relative to quarantine and sanitary matters in Egypt which have recently been made to Her Majesty's Government by the Government of Austria-Hungary; and, with reference to the suggestion that penalties should be imposed in the case of vessels passing through the Suez Canal in quarantine which are afterwards brought to a port other than that which is stated to be their destination, request the opinion of this Board as to the way in which the wishes of the Austro-Hungarian Government could be met, whether by bond or otherwise.

In reply, I am to request that you will state to the Marquis of Salisbury that the Board are advised that the proposals contained in the Memorandum would not be effectual, although it would, of course, be open to any State to provide against infected vessels calling or touching at their own ports instead of proceeding from the Suez Canal to their ports of destination.

It is a matter of grave difficulty as to how Regulations affecting a vessel when altogether outside the jurisdiction of the Council of the Suez Canal could be enforced. The master would not have power to bind the owner of the vessel by such a bond as is suggested in your letter, without a power of attorney from the owner, duly authorizing the master to do so; but even if this difficulty were overcome, and the bond were given by the master to the Council, many cases might arise in which they could not sue upon it in the Courts of this country.

A bond might be given to the Consul at Suez on behalf of Her Majesty, containing, if necessary, a provision that proceedings for the recovery of the penalty might be instituted in the United Kingdom or elsewhere in Her Majesty's dominions, but difficulties would probably even then arise in recovering the penalty, as, in the absence of statutory provisions upon the subject, it is open to grave doubt whether the State is interested in the question upon what terms a vessel should pass through the Canal without being subjected to quarantine.

It is, therefore, a question whether the only effectual course would not be for Her Majesty's Government to enter into a Convention with the States represented upon the Council of the Suez Canal.

An Act of Parliament for the purpose of giving effect to such a Convention might provide for the giving of a bond binding upon the owners and chargeable upon the ship, in an amount which should be considered as liquidated damages and recoverable accordingly. The conditions of the bond would be that the ship should proceed direct to her port of destination and not put in at any other port until she had obtained a clean bill of health from such port of destination.

This, of course, involves the question whether the matter is of sufficient international or commercial importance to be dealt with in the manner indicated.

Upon the whole, looking to the difficulties above set forth, I am to suggest, for the consideration of Lord Salisbury, whether it might not be desirable to obtain the opinion of the Law Officers of the Crown upon the question, if this has not already been done.



I am, at the same time, to add that it would, in the opinion of this Board, be highly desirable to except from any rule of the sort proposed, cases of stress of weather and *force majeure*, since, although the explanation of the captain of the steam-ship "Fulford" (to which reference is made in your letter), appeared to be far from satisfactory, the great majority of instances in which faith is broken must arise from circumstances over which the master can have no control.

I have, &c.
(Signed) HENRY G. CALCRAFT.

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No. 185.

*Sir E. Malet to the Marquis of Salisbury.—(Received October 17.)*

(No. 116. Commarcial. Confidential.)

*Berlin, October 14, 1890.*

My Lord,

IN accordance with instructions contained in your Lordship's despatch of the 27th ultimo marked Circular, Commercial, and Confidential, I informed Baron Marschall to-day of the nature of the reply made by Her Majesty's Government to the proposal of the Italian Government to call a Conference to deliberate on the alteration of existing arrangements with regard to sanitary and quarantine measures in Egypt.

Baron Marschall said that although we had refused the Italian proposition, he understood that we had accepted a proposal made by Austria with some slight modifications.

I have, &c.
(Signed) EDWARD B. MALET.

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No. 186.

*Sir F. Plunkett to the Marquis of Salisbury.—(Received October 18.)*

(No. 82. Commercial. Confidential.)

*Stockholm, October 14, 1890.*

My Lord,

YOUR Lordship's Circular despatch, Commercial, Confidential, of the 27th ultimo, reached me on the 11th instant, and next day I had an opportunity of sounding Count Lewenhanpt respecting the proposal made by the Italian Government with regard to quarantine and sanitary measures in Egypt. His Excellency said he had already seen a copy of your Lordship's reply, and he seemed to concur in the refusal of Her Majesty's Government to accept the Italian proposal.

He said that he had not given any reply yet on the part of the Swedish-Norwegian Government, and I gathered that he would now let the matter drop, as he considered that the refusal of Her Majesty's Government to take part, at once disposed of the question.

I have not alluded to the proposal of the Austro-Hungarian Government, but I should say from conversation, both at the Foreign Department and with the Austro-Hungarian Minister, that nothing is yet known about it here.

I have, &c.
(Signed) F. R. PLUNKETT.

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No. 187.

*Proposals respecting a Reform in the Sanitary Council at Alexandria.—(Communicated by Count H. Lützow to the Marquis of Salisbury, October 22.)*

(Secret.)

LA situation financière du Conseil Sanitaire en Égypte paraît actuellement de nature à appeler sur elle l'attention sérieuse des Gouvernements intéressés, dans le but de l'établir sur une base moins précaire et mieux assurée.

Le budget normal du Conseil s'élève à environ £ E. 24,000, et le déficit annuel des derniers Exercices un montant de £ E. 5,000 à £ E. 6,000. Considérant que les réformes projetées dans l'administration du budget équivaudront à une réduction des dépenses d'environ £ E. 2,000 par an, il résulterait que les recettes estimées à £ E. 1,800 d'une taxe de £ E. 5 sur chaque bâtiment passant le Canal en quarantaine et de £ E. 1 pour chaque paquebot suffiraient à couvrir approximativement les exigences du budget normal.

D'après les vues du Gouvernement Impérial et Royal une révision du Règlement du Conseil pourrait être opérée sur les bases suivantes.

Les bâtiments Anglais infectés ou non seront libres de passer le Canal de Suez en quarantaine, sous les trois conditions suivantes :—

1. L'arraisonnement et l'interrogatoire se feront à Suez ; de même qu'ils se pratiquent actuellement même vis-à-vis des bâtiments de guerre de Sa Majesté la Reine sous foi de serment délivré par le Commandant.

Cette mesure aurait le but de constater l'état sanitaire du bâtiment.

2. Tout bâtiment infecté ou suspect sera accompagné durant son passage par le Canal par deux gardiens Sanitaires dignes de confiance, dont la mission principale consisterait à empêcher tout contact entre le bâtiment et les personnes ou objets se trouvant sur les bords du Canal. Il résulte de ce qui précède qu'un bâtiment infecté ou suspect admis en passage dans les conditions qui précèdent ne pourra ni embarquer ni débarquer des personnes ou des marchandises pendant le trajet.

3. Pour exercer le contrôle voulu afin que tout bâtiment infecté ou suspect prenne effectivement le cours indiqué et ne puisse avant d'arriver au port de destination Anglais toucher en route des ports appartenant à d'autres Puissances, la sortie d'un tel bâtiment ainsi que son port de destination en Angleterre seront signalés de Suez par voie télégraphique au port de destination et aux principaux ports de la Méditerranée.

Dans le but de prévenir toute déviation du cours indiqué de la part du capitaine d'un tel bâtiment il importerait d'établir les dispositions pénales voulues, l'application desquelles incomberait à l'État auquel appartiendrait le bâtiment en question, à moins que l'imposition de ces amendes ne soit concédée à l'État, dont le territoire aurait été abordé.

Les bâtiments autres que ceux sous pavillon Britannique seront libres ou d'opérer le passage en quarantaine dans les conditions indiquées ci-dessus, ou de se soumettre à la quarantaine réglementaire.

Le Conseil Maritime aurait sur la base des Règlements actuellement en vigueur à élaborer les dispositions réglant la quarantaine dont l'application sévère offrirait toujours une certaine garantie contre l'importation d'épidémies en Égypte.

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No. 188.

*The Marquis of Salisbury to Mr. Portal.*

(Commercial.)
(Telegraphic.) *Foreign Office, October* 22, 1890, 6·30 P.M.

UNDER existing Regulations, is the fact of a ship having passed through the Canal in quarantine noted on her papers? Answer by telegraph.

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No. 189.

*Sir E. Baring to the Marquis of Salisbury.—(Received October* 23.)

(Commercial.)
(Telegraphic.) *Cairo, October* 23, 1890.

YOURS of yesterday.

Yes.

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No. 190.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 42. Commercial. Confidential.)

Sir, *Foreign Office, October* 28, 1890.

WITH reference to my despatch to Mr. Portal No. 38, Commercial, of the 27th ultimo, and also to his telegrams of the 10th and 11th instant, I transmit herewith, for your information, copies of further correspondence with the Austro-Hungarian Chargé d'Affaires at this Court respecting sanitary and quarantine measures in Egypt.

I have to request you to communicate a copy of the inclosed notes to Dr. Mackie, in order that he may be prepared to support the Austrian proposal, as amended, when it is brought forward by their Delegate on the Alexandria Board.

I am, &c.
(Signed) SALISBURY.

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No. 191.

*The Marquis of Salisbury to Count H. Lützow.*

M. le Chargé d'Affaires, *Foreign Office, October* 28, 1890.

WITH reference to my note to his Excellency Count Deym of the 27th ultimo respecting sanitary measures in Egypt, and more particularly to its concluding paragraph, I have now the honour to state that there is no statutory power in this country under which fines or punishment can be inflicted on vessels which, owing to some cause or other, may have touched at ports in the course of a voyage other than those indicated on their bills of health, &c.

In order to carry into effect such an arrangement fresh legislation would be necessary, which would involve considerable delay; and it would, moreover, be scarcely feasible to lay down special rules for vessels coming to Europe from the East which would not also be applicable to the British mercantile marine in all parts of the world.

As a matter of fact, it is very unusual for a vessel to deviate from the course of voyage indicated on her papers, as such a proceeding would generally entail a heavy pecuniary loss; and, with the single exception of the case of the "Fulford," which formed the subject of my note to his Excellency Count Deym of the 17th May last, Her Majesty's Government are not aware of any complaints having been made by foreign Powers of British ships having proceeded to other ports than those to which their papers showed they were destined. Something more, therefore, than an isolated case of this nature would appear to be necessary before Her Majesty's Government would feel justified in proposing to Parliament legislative measures which would affect the whole British mercantile marine, and the more so when it is borne in mind that it is open to every country in the world to refuse pratique to vessels in their own territorial waters whose advent may, in their judgment, be attended with danger to the public health.

Her Majesty's Government feel assured that the Imperial and Royal Government will readily recognize the force of this argument, and they trust, therefore, that they will be disposed to instruct their Delegate in Egypt to refrain from bringing forward the question of penalties, to which reference is made in that portion of the inclosure to my note of the 27th ultimo commencing, "Dans le but de prévenir."

In other respects, as I have already had the honour to acquaint his Excellency Count Deym, Her Majesty's Government are very ready to accept in principle the proposals put forward by the Imperial and Royal Government, who will doubtless take such steps as they think proper to make their views known to other Powers represented on the Egyptian Board at Alexandria, with the view to obtaining that support which the British Delegate has been instructed to accord when the proposal is formally brought forward by the Austro-Hungarian Delegate in Egypt.

I may venture, in conclusion, M. le Chargé d'Affaires, to observe that, according to advices received from Her Majesty's Acting Agent and Consul-General at Cairo, Her Majesty's Government learn that the Austrian Consul-General had instructed his Delegate to oppose any proposal which involved taxation of navigation; but, inasmuch as certain charges of this nature are suggested in the Austro-Hungarian proposal now under consideration, it may eventually become necessary to re-establish the financial equilibrium of the Board at Alexandria.

I have, &c.
(Signed) SALISBURY.

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No. 192.

*The Marquis of Salisbury to Count H. Lützow.*

M. le Chargé d'Affaires, *Foreign Office, October* 28, 1890.

ON the 22nd instant you were so good as to communicate to me an amended version of the proposals made by the Austro-Hungarian Government in regard to quarantine matters in Egypt. As I had the honour to state in my note of the 27th ultimo to his Excellency Count Deym, Her Majesty's Government are disposed to support these proposals subject to certain alterations and explanations.

The amendments asked for by Her Majesty's Government are few in number and in no way affect the character of the proposals as a whole; the explanations requested are for the purpose of avoiding any possible misunderstanding or misinterpretation of the

proposals by the Delegates of other Powers when they come to be brought forward at the Egyptian Quarantine Board.

Her Majesty's Government do not wish that ships passing through the Suez Canal in quarantine should be prohibited from embarking passengers or merchandize to any greater extent than is at present the case; so far as Her Majesty's Government are aware, the existing practice has caused no harm to Egypt, and cannot possibly cause any to other countries as long as Egypt itself is free from epidemic disease. Embarkation may, of course, be surrounded with such reasonable precautions as may be deemed necessary; luggage and merchandize could be shipped under careful surveillance either by the vessel's hands or by porters living in quarantine, as is the case with the guards that now accompany vessels passing through the Canal in quarantine.

Her Majesty's Government are willing to consent that the fact of a ship passing the Canal in quarantine shall be telegraphed at the ship's expense—in an economical manner, in code, for instance—to the principal Mediterranean ports, provided it be agreed that it will be sufficient so to telegraph to one port in each of the Mediterranean countries that may decide not to receive such British ships as have to pass the Canal in quarantine. The notice can then be distributed to such other ports in the same country as may be thought necessary. Her Majesty's Government do not require the notice to be sent to this country. I would, however, point out that a ship's papers could easily be made to show whether she has passed the Canal in quarantine or in pratique.

The proposals of the Imperial and Royal Government as at present drafted appear to restrict the destination of ships passing the Canal in quarantine to British ports, but it is evident that such ships should not be obliged to go only to British ports; they must manifestly be at liberty to go to any country the Government of which may have notified at Suez that it will receive them. Her Majesty's Government request that the wording of the proposals may be altered so as to prevent any misapprehension on this point.

The words, "les bâtiments Anglais infectés ou non seront libres de passer le Canal de Suez en quarantaine, sous les trois conditions suivantes," are also perhaps liable to misconstruction; Her Majesty's Government wish it to be made clear that it is not meant that all British ships, even those now entitled to passage in pratique, must in future go through in quarantine, but, on the contrary, that British ships now having a right to passage in pratique will not lose that right.

In regard to the question of penalties, I would beg you to permit me to refer to my other note of this day's date.

I have, &c.
(Signed) SALISBURY.

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No. 193.

*Acting Consul Alban to the Marquis of Salisbury.—(Received November 1.)*

(No. 58. Commercial.)

*Alexandria, October* 23, 1890.

My Lord,

I HAVE the honour to forward herewith a copy of a despatch, and its inclosures, from Dr. Mackie, dated the 16th instant, respecting a meeting of the Maritime and Sanitary Quarantine Board which took place on the 14th instant, and at which the budget for the year 1891 was discussed.

From the financial statement presented by the Committee of Finance it appears that during the past year there was an excess of expenditure over receipts of £ E. 4,070. If, however, the extraordinary expenditure entailed by the cholera epidemic in the Hedjaz be left out of consideration, and the ordinary working expenses alone be taken into account, there remains but a very slight deficit, although certain of the Delegates, calculating on the basis of a normal year, had predicted a deficit of £ E. 5,000.

Dr. Mackie reports that the Budget for 1891 was, after some discussion, adopted without amendment, the German Delegate alone voting against it without alleging any reason for his action. It will be observed that the cash in hand, amounting to £ E.19,625, is now entered in a separate account as a reserve fund to be drawn upon for extraordinary expenditure, such as for cholera in the Hedjaz or improvements, which last item does not figure this year in the Budget.

The Committee of Finance anticipate an excess of expenditure over receipts during the coming year of £ E. 1,475, which they consider would be balanced by the imposition of the proposed new taxes on postal steamers and vessels passing the Canal in quarantine



When, however, the question of these taxes, the discussion of which was postponed from the 3rd June, came before the meeting, the Delegate for Holland, supported by the Austrian Delegate, moved the adjournment of the discussion on the ground that the question was being considered by the Cabinets of Europe, and after some opposition on the part of the French and Greek Delegates, the motion was carried by 6 votes to 5, Dr. Mackie voting with the majority; the President abstained from voting, on the ground that he did not wish to influence the result.

Dr. Mackie adds that, in consequence of this vote, the President requested permission, pending the settlement of the question, to draw upon the reserve fund, if necessary, in order to meet the anticipated deficit, which was granted on the understanding that the Board should be informed when such a necessity arose.

Dr. Mackie also reports that, on the motion of the Delegate for Holland, the discussion of a series of economies, proposed by the Commission of Economies, which had been postponed on account of the opposition manifested by many of the Delegates, was adjourned *sine die.*

The proceedings appear to have been attended throughout with perfect harmony.

I have, &c.
(Signed) ARTHUR D. ALBAN.

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Inclosure 1 in No. 193.

*Dr. Mackie to Acting Consul Alban.*

*Alexandria, October* 16, 1890.

Sir,

I HAVE the honour to report that a meeting of the Maritime and Quarantine Sanitary Board was held on Tuesday, the 14th instant, to discuss the budget presented by the Committee of Finance for the year 1891.

As you will see by the projected budget, copy of which I inclose, there is foreseen by the Committee of Finance a deficit for the ensuing year of £ E. 1,475, and this notwithstanding the permanent economies which we were able to effect in the Administration during the past summer, on which I reported fully at the time.

After some discussion the budget was voted as it stood, one Delegate only—the Delegate for Germany—voting against it without giving any reason, probably from misunderstanding the instructions given him.

Several of the Delegates went into it very fully and demanded full explanations, which were satisfactorily given by the President. To enable you to understand the scope of the explanations demanded, I shall forward to you a copy of the Minutes of the meeting, when prepared.

The next question on the order of the day, after voting the budget, was the means to be employed to make up the deficit. The Commission of Economies, named last summer to study what economies could be effected to meet the then large deficit, divided their proposal of economies into two series:—

1. A series of minor economies, which were accepted by the Board.

2. A series of economies, which were opposed by the Administration and many of the Delegates as likely to create great discontent, and interfere with the working of the Service.

3. To impose the payment of sanitary dues on postal steamers, hitherto exempt, and a tax of 5*l.* on each vessel passing the Canal in quarantine.

The economies, Series 2, were (*a*) to suppress the functions of the Chief of the Agency at Ismaïlia; (*b*) to suppress the functions of the Chief Clerk ("Chef Commis") at Tor; (*c*) to reduce the salaries of all the employés to the figure before the last increase accorded to them in 1887-88.

These propositions, although brought forward by the Commission of Economies, were in reality propositions of the Delegate for Holland, and, as Dr. Ardouin, the Acting President, was very much opposed to them, I was able, with the assistance of Sir Evelyn Baring, to get the discussion of them postponed till the meeting for the study of the present budget.

As the feeling of the Administration and the Service was still very much against them, I asked Mr. Portal, Acting Agent and Consul-General, to represent the matter to the Dutch Consul-General, which he did successfully, and although the subject was on the order of the day for the meeting, as previously agreed, the Dutch Delegate himself proposed that they should be adjourned, without discussion, *sine die.* The adjournment

was at once voted, the Delegate for Austria remarking that he approved of the adjournment but not *sine die*.

There remained then the propositions put forward in the project of the budget by the Committee of Finance, viz., sanitary dues on postal steamers, and a tax on vessels passing the Canal in quarantine.

The Delegate for Holland was the first to speak to this, and informed the meeting that he had received instructions to ask the Board to adjourn the discussion on this question for the present as the Representative of his Government considered the moment inopportune, while views were being interchanged between the Cabinets of Europe on certain propositions made by the Cabinets of Vienna and Rome relating to the Quarantine Service. Also that he did not think it was yet quite clear that the taxes would be absolutely necessary. The Delegate for Austria spoke in the same sense, and said he could state officially that, amongst other things, the question relating to the taxes was being discussed between the Cabinets of London, Vienna, and Rome. On being asked by the British Delegate what he precisely meant to state officially, he begged to be allowed to withdraw the word "officially," which he said had been used inadvertently. The Delegates for France and Greece insisted strongly on the immediate application of the taxes so as to balance the budget, and give the Administration a freer hand to insure the proper performance of the Service. The Delegate for Austria replied that he did not see any necessity for the immediate application of the taxes, though it might be found to be necessary later, and as the Board had now a spirit of economy it could afford to wait for a little to see what could be done. The proposition for the adjournment of the discussion on new taxes was then voted by a majority—6 votes for, 5 against, and 7 abstentions. The President abstained from voting, stating as his reason that he had no wish to influence the vote. The Egyptian members nearly all abstained.

The President asked to be allowed, under the circumstances, to draw on the reserve fund in case of need. This was accorded, but several Delegates asked that the Board should be informed when it was necessary to have recourse to the reserve fund.

As I had been instructed by Mr. Portal that the Representatives of several European Powers were anxious that the discussion of the question of new taxes should not take place at present, for reasons similar to those stated at the Board, I voted for the adjournment.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 193.

*Minutes of the Quarantine Board.—Sitting of October* 14, 1890.

*Le Président* prend la parole pour dire que le Rapport du Comité des Finances ayant été distribué au Conseil depuis quelques jours déjà l'on peut passer à la discussion du budget.

*M. le Dr. Demech* trouve que la forme dans laquelle le budget a été présenté n'est pas claire.

Dans le Tableau No. 1 du côté des dépenses on a porté dans la même colonne les appointements du personnel et les frais divers, et les appointements du personnel provisoire en temps de pèlerinage avec les frais extraordinaires et les frais d'amélioration.

L'année dernière il avait demandé que ce Tableau fut rédigé de manière à ce que les recettes et les dépenses ordinaires figurassent toutes seules et les recettes et les dépenses extraordinaires toutes seules aussi. De cette façon le Tableau aurait eté clair et d'un seul coup d'œil on aurait pu se rendre compte de la situation.

Il semble d'après le Tableau No. 1 que les dépenses ordinaires de l'Exercice 1890 ont été de £ E. 18,288, lorsque en réalité elles ont été de £ E. 19,777; afin de rendre ce Tableau plus clair il propose qu'il soit rédigé dans la forme déjà adoptée par M. le Président et dont une copie, qu'il dépose sur le bureau, lui a été délivrée.

*M. le Dr. Demech* trouve ensuite que dans le Tableau No. 2, colonne 1re, le chiffre des dépenses pour l'Exercice 1890 n'est pas réel mais il représente le chiffre de prévision; par exemple, les traitements pour 1890 sont portés pour une somme de £ E. 19,734, lorsque en réalité il ne s'élève qu'à £ E. 16,716, ainsi que cela est indiqué dans le Tableau No. 1; il en est de même pour les dépenses du pèlerinage, dépenses diverses, et dépenses pour les quarantaines. En examinant le total des dépenses de 1890, qui s'élèvent à £ E. 25,837, et



celles pour 1891, fixées à £ E. 21,707, l'on suppose qu'il y a une économie de £ E. 4,000 environ, ce qui n'est nullement exact.

*Le Président* répondant à M. le Dr. Demech, dit que quant à la copie du bilan qu'il lui a communiqué personnellement, il en fera faire des copies qu'il mettra à la disposition des Délégués qui en désireraient.

En ce qui concerne le Tableau No. 1 il a été rédigé par le Comptable d'après les livres afin de servir au Comité des Finances pour l'élaboration du Budget de 1891. Les appointements du personnel provisoire constituant un chapitre séparé ont été, il est vrai, mis a part, mais ne figurent pas parmi les dépenses extraordinaires.

Quant au Tableau No. 2, contenant le projet de budget pour l'année 1890-91, les chiffres des prévisions des dépenses ont été inscrites au lieu des chiffres effectifs des dépenses effectuées pour être conformes aux formules exigées par la Comptabilité de l'État.

*M. le Dr. Klodzianowski* adresse des compliments au Comité des Finances pour la forme nouvelle et claire dont il s'est servi pour présenter le bilan de l'année 1890, qui est le vrai, et fait observer que depuis l'année 1888 l'on a soldé le budget par des déficits qui ont causé une perte de £ E. 8,000. C'est pour cette raison que la nécessité de réaliser des économies s'est produite et il a vu que cela a été possible de le faire.

Dans le projet de budget il y a certaines choses qu'il désire qu'elles soient expliquées. Le Comité a dit qu'il s'est vu obligé d'augmenter les frais divers par l'addition du loyer de l'appartement occupé par l'Administration Quarantenaire, et il demande si cette somme ne figure pas dans les dépenses de l'année précédente, l'Administration étant installée ici depuis un an environ; ensuite par les frais de voyage des employés du transit. Le chapitre "Achat de Matériel" a aussi été augmenté de £ E. 100.

Les frais ordinaires de l'Exercice 1890 figurent dans le Tableau No. 1 pour une somme de £ E. 1,571; si nous y ajoutons £ E. 333 plus £ E. 100 nous obtenons un total de £ E. 1,959. Or, les frais divers figurent dans le Tableau No. 2 pour une somme de £ E. 2,499, c'est-à-dire une augmentation de £ E. 540, dont il n'est pas fait mention dans le Rapport du Comité des Finances et dont l'emploi n'est justifié nulle part.

Dans le Tableau No. 3 se trouve une somme de £ E. 440 affectée aux frais imprévus; probablement cela représente en partie la différence des £ E. 540, mais il manque encore £ E. 60; par conséquent M. le Dr Klodzianowski demande des explications.

*Le Président* remercie M. le Dr. Klodzianowski des remerciements qu'il a adressés au Comité des Finances, et dit que le Rapport a été rédigé en conformité des désirs déjà exprimés par le Consul. Le loyer pour l'année écoulée a été porté aux frais divers; les frais du voyage du transit ont été jusqu'ici passés au chapitre "Améliorations" parce qu'on a considéré que ce service rentrait dans ce chapitre. Le montant des frais d'achat du matériel ont été augmentés de £ E. 100 pour faire face à l'achat d'une barque pour le port Vieux qui coûtera £ E. 40, que le Conseil avait décidé d'acheter, et £ E. 60 pour faire face aux achats qui jusqu'ici ont été passés au chapitre "Améliorations," qui est aujourd'hui supprimé.

Sur le Tableau No. 3 on trouve des augmentations de £ E. 520, savoir £ E. 20 pour imprimés, £ E. 200 location d'immeubles, £ E. 100 achat matériel, £ E. 140 frais imprévus, et £ E. 60 passage des employés du transit; par contre on a réduit pour indemnité de déplacement £ E. 20; sur la fourniture d'eau, £ E. 70, pour fourrage, £ E. 70, et £ E. 27 sur le charbon, qui figure maintenant comme canot à vapeur.

Le Président espère que le Conseil voudra voter les £ E. 2,500 portées au chapitre des "Dépenses Diverses," somme qui d'après le Comité des Finances est absolument nécessaire. Il est bien entendu que l'Administration ne dépensera pas toute cette somme si elle peut faire des économies, ainsi que cela a eu lieu plusieurs fois dans les Exercices passés, notamment en 1890, où sur une somme de £ E. 2,500 il n'a été dépensé que £ E. 1,571.

*M. le Dr. Klodzianowski* remercie le Président pour les explications qu'il lui a fournies et observe que dans le Tableau No. 3 le Comité des Finances s'est réservé une forte marge pour éviter de se trouver dans l'embarras. Le Président a fait observer que les sommes que l'on demande ne sont pas toujours dépensées et qu'en 1890, sur £ E. 2,500 accordées par le Conseil, l'Administration n'en a dépensé que £ E. 1,500. Cela lui fait espérer qu'il en sera de même pour l'année 1891 et qu'il n'y aura pas à craindre le déficit annoncé par le Comité des Finances. Enfin il voit avec plaisir que la devise du Conseil pour l'avenir est l'économie et qu'à la fin de l'Exercice les dépenses seront inférieures aux prévisions et qu'il n'y aura pas de déficit.

M. le Dr. Klodzianowski demande encore si les appointements du mois de Septembre écoulé sont compris dans le bilan ou non.

*Le Président* répond que dans chaque Exercice sont compris les appointements de douze mois, mais puisque, suivant les règlements de l'État, on paie les appointements d'un

mois seulement le 1er du mois suivant, il résulte que les appointements du mois de Septembre 1890 ne figurent pas dans le dernier Exercice et par contre, les appointements de Septembre 1889 y sont compris.

*M. le Dr. Klodzianowski* remercie le Président de lui avoir fourni ce renseignement, et continue ses remarques. Il voit avec plaisir que dans le Tableau No 2 l'on fait figurerle solde existant au 30 Septembre, 1890, conformément aux dispositions de l'Article 24 du Décret Khédivial.

M. le Dr. Klodzianowski désire qu'à l'avenir le fonds de réserve reste intact, et si l'Administration Quarantenaire a besoin d'y avoir recours, elle doit s'adresser au Conseil pour en avoir l'autorisation. Ensuite il voudrait, afin d'être à même d'accepter le projet de budget présenté par le Comité des Finances, que l'on y fasse des petites corrections, ou plutôt, qu'on y mette quelques annotations.

Par exemple, dans le Tableau No. 2 l'on fait figurer une somme de £ E. 19,734 pour traitement du personnel fixe, il voudrait que l'on expliquât que ce chiffre ne représente pas une dépense effective, mais que c'est un chiffre de prévision, et que le chiffre de £ E. 17,382 est la somme réelle affectée aux traitements fixes des employés, et cela parce que dans un budget, qu'il s'agisse d'Administration Générale de Banque ou de maisons de commerce, le chiffre des appointements est toujours fixe, et ne varie pas dans l'année.

Il faudrait expliquer aussi que la différence que l'on constate entre le chiffre de £ E. 16,716 porté dans le Tableau No. 1, et celui de £ E. 17,382, qui figure dans le Tableau No. 2, provient de la création du poste de Directeur du Campement Quarantenaire de Tor. Enfin, on devrait faire connaître pourquoi dans le Tableau No. 2 les prévisions des dépenses pour les quarantaines figurent pour £ E. 3,508 en 1890, et pour £ E. 1,397 in 1891, et dire que le premier chiffre représente la moyenne de dix ans, et le dernier la moyenne de trois années ordinaires.

M. le Dr. Klodzianowski déclare qu'avec toutes ces explications il accepte le projet de budget présenté par le Comité des Finances pour l'année 1891.

*Le Président* répond qu'il ne manquera pas de mettre sur l'État No. 2 les annotations suivantes :—

"Les chiffres portés dans la première colonne sont les prévisions pour l'année 1890, et non pas les dépenses effectuées pendant le dit exercice.

La somme de £ E. 3,508 est calculée sur la moyenne de neuf années, tandis que celle de £ E. 1,397 n'est calculée que sur une moyenne de trois années de pèlerinage et quarantaines ordinaires."

*M. le Dr. Klodzianowski* fait remarquer à son tour qu'on ne peut pas faire une comparaison entre deux choses ayant une base différente.

A la suite de ces observations, *le Président* propose que le Conseil approuve le Rapport du Comité des Finances, le bilan de l'Exercice 1890, et le projet du Budget pour l'année 1891.

*M. de Villiers* propose qu'avant de passer à la votation l'on discute les propositions de la Commission des Économies.

*M. le Dr. Klodzianowski* appuie cette demande.

*M. le Dr. Demech* fait observer que le moment n'est pas opportun pour discuter cette question, qui pourrait causer des embarras à l'Administration, et il propose qu'on l'ajourne à *sine die.*

*M le Dr. Duca* dit qu'il faut avant tout combler le déficit, et pour cela il est d'avis d'étudier les économies, qui pour lui ne sont pas réalisables, puisque M. Sadek doit rester au service encore une année pour obtenir sa mise à la retraite, que M. Colucci est indispensable à Tor et à Suez. Quant à la question des appointements il ne croit pas devoir même l'aborder.

Quelques membres et le Président ayant demandé que l'on vote le budget pour l'Exercice 1891 la votation a lieu.

Ont voté pour l'acceptation du budget :—

MM. le Dr. Ardouin Bey, Dr. Varenhorst Pacha, Dr. Wacil, Dr, Torella, Dr. Demech, Dr. Zancarol, Dr. Pally, M. de Villiers, Dr. Klodzianowski (avec les réserves faites), Dr. Catelan, M. Sidarouss, Dr. von Eichstorff, Dr. Mackie, Dr. Schiess Bey, Contre-Amiral Blomfield, Dr. Duca, et le Président, soit 17 voix.

M. le Dr. Meimaroglu a voté contre.

De cette votation il résulte que le projet de budget pour l'année 1891 est accepté. Le Conseil approuve en même temps le Rapport du Comité des Finances pour l'Exercice 1890.

*M. le Dr. Demech* demande ensuite que sa proposition d'ajourner à *sine die* la discussion sur les économies soit votée.



Le Conseil consent et l'on passe à la votation.

Ont voté pour l'ajournement, qui est accepté à la majorité des voix ;

M. le Contre-Amiral Blomfield, Dr. Schiess Bey, Dr. Mackie, Dr. Eichstorff, M. Sidarouss, Dr. Catelan, Dr. Meimaroglu, Dr. Pally, Dr. Zancarol, Dr. Demech, Dr. Torella, Dr. Wacil, Dr. Varenhorst, Dr. Ardouin Bey, et le Président, soit 15 voix.

Ont voté contre :—

MM. les Drs. Duca et Klodzianowski, soit 2 voix.

M. de Villiers s'est abstenu de voter.

*M. le Dr. Klodzianowski* justifie son vote en déclarant qu'il ne voit pas la nécessité de tenir en suspens pour toujours une question que le Conseil peut reprendre à tout moment. Son avis est de déclarer séance tenante que les propositions faites par la Commission des Économies ne peuvent être acceptées parce qu'elles touchent (1) les petits employés ; (2) qu'il est impossible de supprimer la place de Chef Commis de Tor et celle de Chef de l'Agence Sanitaire d'Ismaïlia.

*M. le Dr. Duca* prend ensuite la parole et rappelle que dans un Mémoire qu'il a adressé au Conseil au mois de Juin dernier il a fait ressortir que le budget de l'Administration Quarantenaire n'était pas équilibré et qu'il y avait nécessité de recourir à des nouvelles ressources pour combler le déficit existant. A cet effet il avait proposé d'abolir les privilèges accordés aux navires postaux et d'établir une taxe sur les navires transitant le Canal en état de quarantaine. Le Conseil dans sa séance du 3 Juin dernier, après avoir examiné ces propositions, décida qu'on les discuterait lors de l'élaboration du budget de l'Exercice 1891 afin de s'assurer si ce budget se solderait par un déficit. Cette discussion ayant eu lieu et le déficit ayant été constaté, M. le Dr. Duca demande que le Conseil vote ses propositions.

*M. le Dr. Demech* annonce qu'il résulte des instructions qu'il a reçues que les Puissances traitent entre elles sur des propositions faites par les Cabinets de Rome et de Vienne et qu'il est chargé de dire que vu cette circonstance il serait inopportun de traiter en ce moment-ci la question des taxes. Il est en même temps chargé de demander le renvoi de cette discussion jusqu'à ce que l'on connaisse le résultat de l'entente qui surviendra entre les Cabinets des diverses Puissances.

M. le Dr. Demech croit du reste qu'il n'est pas bien prouvé que les ressources du Conseil Quarantenaire ont besoin d'être augmentées. Il faut observer toutefois qu'autant que les Puissances ne seront pas d'accord entre elles il ne convient pas que l'on discute et que l'on statue à l'égard des propositions de M. le Délégué de Turquie et demande l'ajournement de la discussion.

*M. le Dr. Zancarol* fait observer qu'il est urgent de traiter la question des taxes, car l'Administration Quarantenaire a besoin d'équilibrer son budget.

*M. le Dr. Demech* dit que tout au moins par déférence envers les Gouvernements qui ne sont pas encore d'accord sur la question on devrait ajourner la discussion.

*M. le Dr. Meimaroglu* est d'avis que l'on ajourne la discussion n'ayant pas en ce moment des instructions qu'il pourrait recevoir d'un jour à l'autre.

*M. le Dr. Klodzianowski* dit que M. le Dr. Demech demande l'ajournement de la question des taxes jusqu'à nouvel ordre déclarant que la question est traitée entre l'Italie et l'Autriche d'une part et l'Angleterre de l'autre. Il se permet de déclarer officiellement qu'il en est ainsi et que si le Consul décide aujourd'hui l'application d'une taxe ou toute autre chose, il considère ce fait comme une immixion ; personnellement il n'a pas d'instructions ; par conséquent, il croit que ce n'est pas du tout le moment que le Conseil préjuge la question.

*M. le Dr. Mackie* demande à M. le Dr. Klodzianowski s'il maintient la déclaration officielle qu'il a faite, que la question des taxes est traitée entre les Gouvernements Italien, Autrichien, et Anglais.

*M. le Dr. Klodzianowski* répond affirmativement.

*M. le Dr. Catelan* dit que puisque M. le Dr. Klodzianowski fait une déclaration officielle il tient à déclarer lui-même qu'il n'est pas au courant de ce qui se passe dans les Chancelleries et pour cause ; mais il sait et il peut affirmer que sur l'initiative du Gouvernement Austro-Hongrois et sur l'instigation probable de M. le Dr. Klodzianowski des pourparlers furent entamés sur cette question des taxes postales entre les Cabinets de Vienne et de Paris et que le Gouvernement Français a adhéré à la proposition. De là viennent les instructions qu'il a reçues de voter en faveur des propositions du Délégué Ottoman si l'équilibre du budget n'était pas assuré par les ressources habituelles.

*M. le Dr. Duca* fait remarquer que de cette façon le Conseil procède avec un budget non équilibré.

*M. le Dr. Zancarol* fait remarquer à son tour que cette année-ci le Conseil a accepté un budget soldant par un déficit de £ E. 4,000 environ.

*M. le Dr. Klodzianowski* répond qu'en discutant le budget de l'Exercice prochain on a démontré que ce déficit n'est pas à craindre attendu que le Comité des Finances s'est ménagé une marge suffisante pour l'éviter. D'un autre côté il ne s'agit pas d'attendre bien longtemps, mais seulement de laisser aux Délégués le temps de recevoir des instructions. Son avis personnel est qu'il n'est pas contraire à l'application de la taxe et il croit que son Gouvernement ne l'est pas non plus. Pour le moment il convient d'attendre et ne pas préjuger la question qui est traitée ailleurs.

*Le Président* croit que le budget de l'année 1891 se soldera par un déficit si le Conseil ne le comblera pas par l'application de nouvelles taxes.

*M. le Dr. Klodzianowski* dit qu'il rectifie la déclaration qu'il a faite comme officielle que le Gouvernement Italian et celui d'Autriche-Hongrie traitent en ce moment avec le Gouvernement Anglais, et ajoute que cela n'est qu'une supposition de sa part faite à la suite de la déclaration de M. le Délégué de Hollande.

*M. le Dr. Demech* déclare que la déclaration qu'il a faite est officielle.

A la suite de cet échange d'idées la proposition de M. le Dr. Demech d'ajourner la discussion des propositions de M. le Délégué de Turquie au sujet des taxes est soumise à la votation.

Ont voté pour l'ajournement:

MM. les Drs. Mackie, Eichstorff, Klodzianowski, Méimaroglu, de Villiers, Demech, soit 6 voix.

Ont voté contre:

MM. les Drs. Duca, Catelan, Zancarol, Wacil, Varenhorst Pacha, soit 5 voix.

Se sont abstenus de voter:

MM. le Contre-Amiral Blomfield, Drs. Schiess Bey, Sidarouss, Pally, Torella, Ardouin Bey, et le Président, soit 7 abstentions.

*Le Président* dit qu'il s'est abstenu de voter parce que sa voix dans la parité des votes étant prépondérante, elle aurait fait décider la discussion immédiate de la question des taxes, ce qui n'aurait pas répondu au désir exprimé par quelques Délégués. En attendant que l'on décide de quelle manière l'on doit pourvoir au déficit prévu, il demande à être autorisé de prendre sur les fonds de réserve la somme nécessaire pour faire face aux dépenses.

*M. le Dr. Demech* remercie le Président d'avoir eu la courtoisie de favoriser sa proposition et croit qu'il doit se servir du fonds de réserve pour équilibrer le budget.

Le Conseil est de l'avis de M. le Dr. Demech et autorise le Président à prélever sur le fonds de réserve de £ E. 19,625 les sommes dont l'Administration Quarantenaire aurait besoin pour faire face avec ses recettes courantes aux dépenses du nouvel Exercice.

*M. le Dr. Duca* demande si ce n'est pas contre le Décret de présenter au Ministère des Finances un projet de budget non équilibré.

*Le Président* répond que le Décret dit que le Conseil doit étudier et chercher les moyens d'equilibrer les recettes et les dépenses et il expliquera à son Excellence le Ministre de l'Intérieur qu'en attendant que ces moyens soient trouvés l'Administration se servira du fonds de réserve pour combler le déficit.

*M. le Dr. Catelan* fait observer que lorsque M. le Dr. Duca a présenté ses propositions le Conseil avait décidé qu'elles seraient examinées et mises en discussion lors du vote du budget pour l'Exercice 1891.

Puisqu'on demande un nouveau renvoi afin d'attendre des instructions précises des diverses Puissances, il faut qu'il soit bien entendu que ces propositions ne sont pas abandonnées. MM. le Dr. Demech et Klodzianowski ont déclaré qu'ils avaient reçu des instructions. En demandant aujourd'hui l'ajournement, il semble qu'il y a eu des modifications dans les vues de leurs Gouvernements dont, pour sa part, il n'en a pas été instruit. En présence de cette nouvelle situation il désirerait que les Délégués s'engagent à demander des instructions précises pour une époque déterminée, le 1er Janvier par exemple, car il n'est pas possible que cette question ne soit pas tranchée par le Conseil dans un sens ou dans l'autre.

*M. le Dr. Klodzianowski* dit qu'il s'engage à demander des instructions au sujet des taxes proposées.

*M. le Dr. Mackie* pense que l'on pourrait fixer six mois comme dernier délai.

Plusieurs membres ayant fait observer que ce serait trop attendre, le Conseil se rallie à la proposition de M. le Dr. Catelan, et les membres Consulaires s'engagent à faire des démarches auprès de leurs Gouvernements respectifs, afin d'avoir pour le 1er Janvier prochain des instructions.

M. le Dr. Schiess Bey quitte la séance à 11 heures et demie.

*M. le Dr. Duca* prend ensuite la parole, et dit que le Conseil connait dans quelles conditions se trouvait la Province du Yémen lorsque le choléra a éclaté au Hedjaz,



Quoiqu'elle fut indemne, le Conseil a cru, par mesure de précaution, devoir imposer la quarantaine contre ses provenances, causant à son commerce des pertes considérables. Aujourd'hui que le choléra a complètement cessé au Hedjaz, il serait juste et équitable d'abolir cette quarantaine, et d'admettre les provenances du Yémen en libre pratique en Égypte.

*M. le Dr. Mackie* dit qu'il y a environ quinze jours il a télégraphié à Hodéïda si le choléra existait au Yémen : il lui a été répondu négativement.

La demande de M. le Délégué Sanitaire de Turquie est soumise à la votation.

Ont voté pour :—

MM. les Drs. Ardouin Bey, Wacil, Torella, Demech, Zancarol, de Villiers, Maimaroglu, Klodzianowski, Catelan, Sidarouss, Eichstorff, Mackie, Contre-Amiral Blomfield, Dr. Duca, et le Président, soit 15 voix.

Ont voté contre :

MM. les Drs. Varenhorst Pacha et Pally, soit 2 voix.

A la suite de cette votation le Conseil décide d'admettre en libre pratique, à partir de ce jour, les provenances du littoral du Yémen, situées entre Lohia au nord et Bab-el-Mandeb au sud.

L'ordre du jour étant épuisé, la séance est levée à 11 heures trois quarts matin.

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Inclosure 3 in No. 183.

*Budget.*

A MM. les Membres du Conseil Sanitaire, Maritime, et Quarantenaire d'Égypte,

Messieurs, *Alexandrie, le 2 Octobre*, 1890.

VOTRE Comité des Finances a l'honneur de vous soumettre le bilan de l'Exercice écoulé, et le projet de budget pour l'année 1891.

*Bilan de l'Exercice* 1890.

Le solde en caisse au 30 Septembre, 1890, s'élève à £ E. 19,625, tandis qu'au 30 Septembre, 1889, il était de £ E. 23,695, soit une différence en moins de £ E. 4,070.

Pendant l'Exercice 1889-90 les recettes réalisées ont été de £. E. 19,378 (voir Annexe No. 1), et les dépenses effectuées de £ E. 23,448 (voir Annexe No. 1).

Ces dépenses se divisent en trois chapitres :—

| | £ E. |
|---|---|
| Dépenses ordinaires .. .. .. .. .. .. | 18,671 |
| " pour les quarantaines .. .. .. .. .. | 3,670 |
| " pour les améliorations .. .. .. .. .. | 1,107 |
| Total .. .. .. .. .. .. | 23,448 |

L'Administration a donc dépensé £ E. 4,070 en plus de ce qu'elle a encaissé pendant le dit Exercice.

*Projet de Budget pour l'Exercice* 1891.

*Recettes.*—Votre Comité des Finances croit devoir arrêter le chiffre des recettes préventives à £ E. 20,232 (voir Annexe No. 2). Il s'est basé sur la moyenne des recettes des trois derniers Exercices, sauf en ce qui concerne les recettes provenant du service de nuit, qui ont été évaluées d'après la somme fixée par une Commission le mois de Juin dernier.

*Dépenses.*—Les dépenses pour le nouvel Exercice se répartissent comme suit :—

| | £ E. |
|---|---|
| Traitement du personnel fixe .. .. .. .. .. | 17,382 |
| " " provisiore .. .. .. .. .. | 429 |
| Frais divers .. .. .. .. .. .. .. | 2,499 |
| Prévisions des dépenses pour les quarantaines .. .. .. .. | 1,397 |
| Total .. .. .. .. .. .. | 21,707 |

soit £ E. 1,475 de plus que le chiffre total des recettes prévues.

Le montant des traitements est calculé d'après le personnel fixe actuellement au service aux mêmes appointements qu'il touche aujourd'hui. Les frais divers (voir Annexe No. 3) ont été augmentés de £ E. 333 par l'addition du loyer de l'appartement occupé par

la Direction Centrale, et par les frais de voyage des employés du transit. Le chapitre, "Achat de Matériel," a aussi été augmenté de £ E. 100.

En ce qui concerne les prévisions des dépenses pour les quarantaines on s'est basé sur la moyenne des dépenses de ce chef pendant les trois dernières années de pèlerinage et de quarantaines ordinaires.

Pour obtenir l'équilibre entre les recettes et les dépenses votre Comité a l'espoir que vous accepterez les propositions de faire payer à tous les navires indistinctement, sauf les navires de guerre, les taxes sanitaires en vigueur, et d'imposer à chaque navire transitant le Canal Maritime en quarantaine une taxe spéciale de £ E. 5.

Votre Comité a calculé qu'en appliquant ces mesures à partir du 1er Novembre prochain on devra encaisser une somme équivalente à la différence entre les prévisions de recettes et de dépenses, soit £ E. 1,475.

Le solde en caisse de £ E. 19,625 a été inscrit à part sur l'Annexe No. 2 comme "Fond de Réserve," pour parer aux dépenses extraordinaires, comme celles du choléra au Hedjaz de cette année et aux améliorations que le Conseil pourrait décider de prendre à sa charge.

(Signé) W. F. MIEVILLE.
Dr. G. ZANCAROL.
Dr. ARDOUIN.

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(No. 1.)—Conseil Sanitaire, Maritime, et Quarantenaire d'Égypte.

État général des Recettes et des Dépenses effectuées du 1er Octobre, 1889, au 30 Septembre, 1890, pour servir à l'élaboration du Budget pour l'Exercice 1891.

| Recettes. | £ E. m. | £ E. m. |
|---|---|---|
| Excédent des recettes au 30 Septembre, 1889 .. | .. | 23,694 813·2 |
| Total des recettes ordinaires .. .. .. | 18,102 701·1 | |
| " " extraordinaires .. .. | 1,276 119 | |
| | | 19,378 820·1 |
| Total .. .. .. .. | .. | 43,073 633·3 |

| Dépenses. | £ E. m. | £ E. m. |
|---|---|---|
| Appointements du personnel fixe .. .. | 16,716 481·3 | |
| Frais ordinaires .. .. .. .. | 1,571 615 | |
| | 18,288 096·3 | 18,288 096·3 |
| Appointements du personnel provisoire en temps de pèlerinage ordinaire .. .. .. | .. | 383 098 |
| Frais extraordinaires— | | |
| Choléra d'Orient .. .. .. .. | 3,626 922·3 | |
| " d'Europe .. .. .. .. | 43 650 | |
| | 3,670 572·3 | 3,670 572·3 |
| Frais d'améliorations des installations et du matériel .. .. .. .. .. | .. | 1,106 671·3 |
| | | 23,448 439·1 |
| Excédent des recettes au 30 Septembre, 1890 .. | .. | 19,625 194·2 |
| Total .. .. .. .. | .. | 43,073 633·3 |

(No. 2.)—Conseil Sanitaire, Maritime, et Quarantenaire d'Égypte.

Budget des Recettes et des Dépenses pour l'Exercice 1891.

| Recettes. | Recettes— De l'Exercice 1890. | Recettes— Prévus pour 1891. | Budget pour l'Exercice 1891. |
|---|---|---|---|
| | £ E. | £ E. | £ E. |
| Droits de patentes et visas grande navigation .. .. | 2,503 | 2,558 | |
| " d'interrogatoires " .. | 2,600 | 2,670 | |
| " de bulletins pour navires à voiles } | 495 | 459 | |
| " d'interrogatoires " .. | 50 | 45 | |
| " de bulletins voie de terre .. .. | 515 | 632 | |
| " d'eau .. .. .. | 718 | 812 | |
| " des teskerets .. .. .. | 3,081 | 2,570 | |
| " de désinfection des peaux .. .. | 250 | 281 | |
| " de gardiens de pratique .. .. | 247 | 376 | |
| " de séjour d'animaux en quarantaine .. .. | 4,570 | 5,211 | |
| " sur les animaux en quarantaine .. .. | 155 | 178 | |
| " sur les animaux affectés aux transports .. | 131 | 174 | |
| Loyers des magasins du Lazaret du Port Neuf .. | 153 | 107 | |
| Droits de Chancellerie .. .. | 1,709 | 2,266 | |
| " sur les passagers en quarantaine .. .. | 387 | 436 | |
| " sur les navires en quarantaine .. .. | 427 | 396 | |
| Intérêts sur les comptes courants .. .. | 1,195 | 301 | |
| Droits sur les marchandises en quarantaine .. | 192 | 760 | |
| " sur le service de nuit .. .. | | | |
| Total .. .. .. | 19,378 | 20,232 | 20,232 |

| Dépenses. | Budget— De l'Exercice 1890. | Budget— Pour l'Exercice 1891. | Budget pour l'Exercice 1891. |
|---|---|---|---|
| | £ E. | £ E. | £ E. |
| Traitements du personnel fixe .. .. | 19,734 | 17,382 | |
| Traitements du personnel provisoire en temps de pèlerinage ordinaire .. .. .. | 429 | 429 | |
| Dépenses diverses .. .. .. | 2,166 | 2,499 | |
| Prévisions de dépenses pour les quarantaines .. | 3,508 | 1,397 | |
| Total .. .. .. .. | 25,837 | 21,707 | 21,707 |

| | £ E. |
|---|---|
| Fonds de Réserve .. .. .. | 13,625 |
| Solde existant au 30 Septembre, 1890 .. .. .. | |



(No. 3.)—Frais divers.

| | Total Annuel. | Total Général. |
|---|---|---|
| | £ E. | £ E. |
| Fourniture de bureau .. .. .. .. | 100 | |
| Bibliothèque .. .. .. .. .. | 16 | |
| Imprimés .. .. .. .. .. | 90 | |
| Télégrammes .. .. .. .. .. | 90 | |
| Chemin de fer .. .. .. .. .. | 120 | |
| Indemnité de déplacement.. .. .. .. | 80 | |
| Eau .. .. .. .. .. .. | 300 | |
| Éclairage .. .. .. .. .. | 30 | |
| Fourrage .. .. .. .. .. | 70 | |
| Location de barques .. .. .. .. | 20 | |
| Location d'immeubles .. .. .. .. | 280 | |
| Petites réparations urgentes d'immeubles .. .. | 50 | |
| Achat de mobilier .. .. .. .. | 80 | |
| Réparation de mobilier .. .. .. .. | 30 | |
| Achat de matériel .. .. .. .. | 180 | |
| Réparation du matériel .. .. .. .. | 50 | |
| Canot à vapeur .. .. .. .. .. | 213 | |
| Frais imprévus .. .. .. .. .. | 440 | |
| Achat de costumes pour les gardiens et marins .. | 200 | |
| Passage des employés du transit .. .. .. | 60 | |
| | | 2,499 |

| | £ E. m. |
|---|---|
| Appointements du personnel provisoire pour le retour du pèlerinage— | |
| Délégation de Djeddah .. .. .. .. .. | 199 560 |
| Office de Tor .. .. .. .. .. .. | 190 000 |
| " des Sources de Moïse .. .. .. .. .. | 40 000 |
| Total .. .. .. .. .. .. | 429 560 |

## No. 194.

*India Office to Foreign Office.—(Received November 1.)*

*India Office, October* 31, 1890.

Sir,

I AM directed by the Secretary of State for India in Council to request that you will submit, for the consideration of the Marquis of Salisbury, the following observations in regard to the question of liberty being allowed to vessels to pass at all times through the Suez Canal as through an arm of the sea.

This claim has been on various occasions urged both by Her Majesty's Government and by the Government of India, but—owing perhaps principally to the collapse of the International Sanitary Conference of 1885—the matter has never yet been brought to a point, and, although no case of detention has actually occurred for several years, it is at all times technically within the right of the Sanitary Board to refuse a permit to any vessel about to enter the Canal, and it is apparently due to the influence of the British Delegate that this right of the Board has for so long not been enforced. It appears, however, to Viscount Cross that there is no valid reason why the question should remain permanently in this unsatisfactory condition. If a ship passes through the Canal without communication with any port or place on the mainland, the firmest believers in the efficacy of quarantine can hardly insist on the possibility of danger ensuing through the conveyance of infection by such ships; and his Lordship is disposed to think that some pressure might be put on the Egyptian Government to remove a restriction to commerce, which is apparently quite useless, and might at any time become extremely inconvenient.

I have, &c.

(Signed) J. A. GODLEY.

No. 195.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 44. Commercial.)

*Foreign Office, November* 6, 1890.

Sir,

WITH reference to my despatch No. 42, Commercial, of the 28th ultimo, I transmit herewith, for your information and any observations you may have to offer, copies of correspondence with the India Office respecting the question of free passage of the Suez Canal as through an arm of the sea.

I am, &c.

(Signed) SALISBURY.

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No. 196.

*Foreign Office to India Office.*

*Foreign Office, November* 6, 1890.

Sir,

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 31st ultimo urging that vessels should have liberty to pass at all times through the Suez Canal as through an arm of the sea, and, in reply, I am to state to you, for the information of Lord Cross, that a proposal (copy of which is inclosed) has been recently made to this Department on the subject by the Austrian Government. According to this proposal, British ships, whether infected or not, would be permitted to go through the Canal in quarantine under three conditions:—

1. That the examination of ships' papers should take place at Suez, with the object of proving the sanitary condition of the vessel.

2. That all infected or suspected vessels should be accompanied during their passage of the Canal by two Health Guards, whose duty it would be to prevent any contact between the vessel and persons on the banks of the Canal; and

3. That the departure of such a vessel from the Canal, as well as her destination, should be telegraphed from Suez to her port of destination and to the principal Mediterranean ports, in order to insure that the vessel should proceed straight to her destination, and not stop at any intermediate ports.

It is further suggested that vessels violating this Agreement should be subject to fines, to be enforced by the State to which the vessel belonged.

These proposals with certain modifications, as in the suggestion to impose fines, Her Majesty's Government have agreed to support, and under these circumstances Lord Salisbury considers it unadvisable to put pressure on the Egyptian Government in the sense of your letter.

I am, &c.

(Signed) JAMES FERGUSSON.

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No. 197.

*Lord Vivian to the Marquis of Salisbury.—(Received November* 10.)

(No. 68. Commercial.)

*Brussels, November* 7, 1890.

My Lord,

WITH reference to my despatch No. 64, Commercial, of the 6th ultimo, I have the honour to report that I have received a communication from the Minister for Foreign Affairs, informing me that he has taken due note of the objections of Her Majesty's Government to the scheme put forward by the Italian Government for the reorganization of the system of quarantine for vessels entering or passing out of the Red Sea towards the Mediterranean.

As no mention has been made to me of the Austro-Hungarian proposals for the revision of the existing Quarantine Regulations in the Red Sea, which appear to your Lordship to be acceptable in principle, with certain amendments, I have not adverted to them in my communications with the Belgian Government.

I have, &c.

(Signed) VIVIAN.

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No. 198.

*Ocean Steam-ship Company to the Marquis of Salisbury.—(Received November* 22.)

My Lord,

1, *India Buildings, Liverpool, November* 21, 1890.

I BEG respectfully to call your attention to the following facts.

The British steamer "Nestor," of the Ocean Steam-ship Company's line, arrived at Suez from Japan at 6·30 P.M. on the 30th October, 1890. She was ordered by the Health Officer to undergo twenty-four hours' quarantine in consequence of her not having a clean bill of health from Nagasaki, a port where cholera had been in existence, but which she had left on the 17th September, or no less than forty-three days before she reached Suez. She held clean bills of health from all her intermediate ports of call (Swatow, Singapore, Penang, and Colombo).

The twenty-four hours' quarantine counted from daylight on the 31st October, and the steamer was therefore unable to enter the Canal until 9·30 A.M. on the 1st November, thus being detained for thirty-nine hours.

I need not point out to your Lordship the futility and absurdity of exacting quarantine under these circumstances, nor the serious loss inflicted on ship-owners by such proceedings.

In case similar complaints addressed to your Lordship prove that incidents of this character are of not infrequent occurrence, I venture to hope that the influence of Her Majesty's Government may be exercised to induce the sanitary authorities in Egypt to inaugurate some less inconvenient system.

I am, &c.

(For the Ocean Steam-ship Company),

(Signed) ALFRED HOLT, *Manager.*

(Per M. L. D.)

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No. 199.

*Sir C. Cookson to the Marquis of Salisbury.—(Received November* 24.)

(No. 63. Commercial.)

*Alexandria, November* 10, 1890.

My Lord,

I HAVE the honour to forward herewith a copy of a despatch from Dr. Mackie, dated the 7th instant, respecting a meeting of the Quarantine Board held on the 4th instant, at which the President communicated a letter from the Minister of Finance authorizing the Administration to draw on the reserve fund for the sum of 1,475*l.*, the estimated deficit on the service of 1891, but at the same time expressing a hope that measures will soon be adopted for balancing the budget without drawing on the reserve fund, in conformity with Article 24 of the Khedivial Decree of the 3rd January, 1881.

With regard to the question raised by Dr. Mackie, as to whether the reserve fund of the Board is to be considered as forming part of the "ressources générales de l'État" out of which, according to the above Article, any deficit is to be made up, I have the honour to submit that the sums arising from a surplus of revenue should, properly speaking, be regarded as forming part of the general resources of the State Treasury, even though they may, with the sanction of the Government, remain in the possession and under the control of the Sanitary Board.

Dr. Mackie adds that the President expressed a hope that on the first Tuesday in January next the Delegates would be in possession of instructions from their Governments on the subject of the imposition of sanitary dues on postal steamers in order to make up the deficit resulting from the suppression of disinfection dues on unsusceptible merchandize.

I have, &c.

(Signed) CHAS. A. COOKSON.

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Inclosnre 1 in No. 199.

*Dr. Mackie to Sir C. Cookson.*

*Alexandria, November* 7, 1890.

Sir,

I HAVE the honour to report that a meeting of the Maritime and Quarantine Sanitary Board was held on Tuesday, the 4th instant.

The President communicated a letter from the Minister of Finance, copy of which I inclose, acknowledging receipt of the proposed budget of the Board for 1891, and authorizing the Administration to draw on the reserve fund for the sum necessary (1,475*l.*) to balance the budget. The Minister, at the same time however, expresses a hope that the Board will, as soon as possible, adopt means to balance the budget without having recourse to the reserve fund, remarking that, in doing this, they would only be acting in conformity with Article 24 of the Khedivial Decree of the 3rd January, 1881.

The text of Article 24 of this Decree is as follows :—

"Dans le cas où le chiffre des dépenses excéderait le chiffre des recettes, le déficit sera comblé par les ressources générales de l'État.

"Toutefois, le Conseil devra étudier sans retard les moyens d'équilibrer les recettes et les dépenses. Ses propositions seront, par les soins du Président, transmises à notre Ministre de l'Intérieur. L'excédent des recettes, s'il en existe, restera à la caisse du Conseil Sanitaire, Maritime, et Quarantenaire; il sera, après décision du Conseil Sanitaire, ratifiée par le Conseil des Ministres, affecté exclusivement à la création d'un fond de réserve destiné à faire face aux besoins imprévus."

In strict conformity with this Article the deficit ought to be made up from the State Treasury. Is the reserve fund of the Board considered part of "les ressources générales de l'État?"

In a conversation which ensued on this letter the President expressed a hope that Delegates would be ready for the meeting on the first Tuesday in January, with instructions from their Governments on the subject of the imposition of sanitary dues on postal steamers to make up the deficit which, as I have already reported exists, chiefly from the suppression of disinfection dues on non-susceptible merchandize, which has had a greater effect than was anticipated on the receipts of the Administration.

The rest of the order of the day was of purely administrative nature, and of no particular interest.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 199.

*M. Riaz to Mr. Miéville.*

*Le Caire, le 3 Novembre*, 1890.

M. le Président,

J'AI l'honneur d'accuser réception de votre lettre du 14 Octobre écoulé, accompagnant le projet de budget de l'Administration Sanitaire, Maritime, et Quarantenaire pour l'Exercice 1890-1891, et je m'empresse de vous informer que le Gouvernement prend acte de la décision du Conseil Quarantenaire, autorisant provisoirement votre Administration à prélever sur son fonds de réserve £ E. 19,625 la somme de £ E. 1,475 environ dont elle aurait besoin pour faire face avec ses recettes courantes, aux dépenses du nouvel Exercice.

Toutefois, le Gouvernement exprime l'espoir qu'il ne sera pas nécessaire d'avoir recours au fonds de réserve, mais que le Conseil adoptera au plus tôt les mesures nécessaires pour arriver à l'équilibre du budget.

En s'engageant dans cette voie, le Conseil ne ferait, d'ailleurs, que se conformer strictement aux prescriptions de l'Article 24 du Décret du 3 Janvier, 1881.

Veuillez, &c.
Le Ministre des Finances,
(Signé) RIAZ.

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No. 200.

*Memorandum by Sir J. Fergusson.*

THE Austro-Hungarian Ambassador called to-day and said that he desired to communicate the ideas of his Government relating to the means to be adopted for the Quarantine Regulations in the Suez Canal. Taking as the text the despatch to Count Lützow of the 28th October, 1890, he said that as regards paragraph 3, they are willing to accept the Regulations which Her Majesty's Government propose as safeguards for embaration in quarantine experimentally. His expression was, "provided that they shall be found sufficient in practice."



Paragraph 4. They agree as to the sufficiency of the telegraphing the passage of a ship in quarantine to one port of each country refusing to accept such ships.

As to the definition of the words "provenant suspect," they think that a ship is considered as suspected if coming from an infected port, or from a port suspected to be infected, or, further, if it has come into contact with a ship infected or suspected, or having persons on board with the cholera. An "infected" port is one in which the cholera exists, or in which ten days have not passed without the occurrence of a fresh case. A "suspected" port is one [in which, or] in the neighbourhood of which, the cholera exists.

The Austro-Hungarian Government do not object to accede to Lord Salisbury's wish that a provision should be made whereby British Indian departures ("provenances") should not be considered as suspected if ten days have elapsed during the voyage, from the last Indian port, and if nothing has happened in the meantime. This they regard as the utmost concession that could be made, while they regard it as giving adequate protection.

Paragraph 5. They also accede to the proposal that ships passing in quarantine shall be permitted to go to such countries as are willing to receive them provided that the Mediterranean Powers are informed by telegraph.

Paragraph 6. The Austro-Hungarian Government understand the intention of Her Majesty's Government (to guard against any extension of the passage in quarantine to ship now passing in *pratique*), but do not think that the fear of misconstruction well-founded, as the Memorandum modified by Her Majesty's Government in Nos. 2 and 3, there is only question of infected and suspected ships, while No. 1 referring to "arraisonnements" and "interrogatoires" applies to all ships. Hence ships now passing in *pratique* would do so in future.

Paragraph 7. With reference to penalties upon ships proceeding to ports other than their declared destinations, the Austro-Hungarian Government ask Lord Salisbury to agree to their second proposal, giving the right to impose a penalty to the country to which the ship may improperly resort. This right is the *minimum* to which they could agree.

With reference to the increased dues mentioned by Lord Salisbury in the final paragraph of his other note of the same date, designed to restore financial equilibrium, the Austro-Hungarian Government would agree to any proposal that Her Majesty's Government could make, provided that it would not add too heavily to the cost of navigation. They would also represent to Lord Salisbury how important is the question to them and to all the Governments concerned, and that it would not suffice to agree in principle, but that an agreement on all points should be arrived at between the two Governments upon which a settlement may be obtained with the other Powers concerned, and that we have only to look at the difficulties imposed by the French and Spanish Sanitary Boards to prove the importance of such a preliminary agreement.

They would therefore ask Lord Salisbury to make to them definite proposals, taking into consideration these last remarks, which would bring about such an arrangement. In order to obtain the consent of the other Powers, they would prefer to seek this diplomatically and not to have it discussed by the Sanitary Board at Alexandria. The Austro-Hungarian Government would themselves invite other Powers to join.

The Austro-Hungarian Government think that some change in the constitution of the Sanitary Board at Alexandria is desirable. This they believed was mentioned by Count Lützow, but that no reply was made respecting it. They do not indicate any particular change, but think that the Board works badly. This matter they do not desire to join in the foregoing questions, but fear that without some change this agreement might be ineffectual.

I read over these notes to Count Deym, and he said that they accurately expressed the communication he had made. I had asked him if he could not give a note of his proposals, but he said that his Government would rather that Lord Salisbury should formulate what he desired.

On the 24th I received the inclosed note in continuation of his remarks on paragraph 3.

His inclosed copy of Lord Salisbury's despatch should be returned.

(Signed) JAMES FERGUSSON.

*Foreign Office, November* 25, 1890.

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No. 201.

*Foreign Office to Sir C. Cookson.*

(No. 17. Commercial.)

*Foreign Office, November* 25, 1890.

Sir,

I AM directed by the Marquis of Salisbury to transmit to you a letter from the Ocean Steam-ship Company, complaining of the imposition of quarantine at Suez on the steam-ship "Nestor," and I am to instruct you to furnish a Report on the case.

I am, &c.

(Signed) JAMES FERGUSSON.

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No. 202.

*Foreign Office to Ocean Steam-ship Company.*

*Foreign Office, November* 25, 1890.

Sir,

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 21st instant, complaining of the imposition of quarantine on the steam-ship "Nestor" at Suez, and to inform you that Her Majesty's Consul at Alexandria has been instructed to furnish a Report on the case.

I am, &c.

(Signed) JAMES FERGUSSON.

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No. 203.

*Foreign Office to Board of Trade.*†

(Confidential.)

*Foreign Office, December* 1, 1890.

Sir,

WITH reference to your letter of the 15th October, I am directed by the Marquis of Salisbury to transmit to you, to be laid before the Board of Trade, the accompanying copy of a paper recording the heads of a projected Agreement with Austria-Hungary for amending the existing Quarantine Regulations of Egypt, and for providing additional revenue for the Egyptian Quarantine Service, should the existing sources of revenue prove insufficient.

This Agreement the Austro-Hungarian Government will propose to the other Powers concerned for general adoption.

It will be perceived that the Agreement if adopted in Egypt would allow all ships from India, Ceylon, &c., to pass through the Suez Canal in quarantine; and that ships from British Indian ports are not to be considered as either suspected or infected after a voyage of ten days without any occurrence during the voyage which, from the point of view of Quarantine Regulations, would be considered suspicious. It will also be perceived that the question of penalties to be inflicted on any ship improperly endeavouring to enter a port where such ship would not be received owing to her sanitary condition, or that of the port whence she sailed, has been settled by agreeing that the penalties in question shall be inflicted by the Power whose Regulations were violated by the attempt to enter the port.

There is no doubt that the proposed definition of "port infecté" will nearly always apply to Bombay, and always to some part of the Presidency; on the other hand, the practical result of Bombay or any other Indian port being considered "foul" will be unimportant, owing to the provision permitting all ships to go through the Canal in quarantine, and the provision whereby an otherwise clean ship from a "foul" port in British India is not to be considered as even suspected after a safe voyage of ten days' duration.

It must be considered that the provisions of the Agreement are the least burdensome to navigation, which Austria-Hungary will herself accept or will endeavour to induce other Powers to accept.

I am to request you to move the Board of Trade to favour Lord Salisbury with any observations they may have to offer on the proposed terms of agreement.

It is very desirable that the negotiations with Austria-Hungary in this matter should

* No. 198. † Also to India Office.



be concluded with the utmost dispatch, and I am therefore to request that a reply to this letter may be made at their Lordships' earliest possible convenience.

I am, &c.

(Signed) JAMES FERGUSSON.

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Inclosure in No. 203.

*Projet d'Accord. Amendement du Règlement Quarantenaire d'Egypte.*

[See Inclosure in No. 218.]

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No. 204.

*Memorandum by Sir J. Fergusson.*

THE Austro-Hungarian Ambassador called and stated that he did not understand the meaning of the last sentence in the 7th paragraph of the draft "Projet d'Accord" relative to the Egyptian quarantine: "Cette disposition . . . . de sûreté." As he had mentioned in his letter of the 24th November, his Government would be glad to be informed what the Regulations are upon which Her Majesty's Government rely as sufficient, and he would be glad if a copy of these can accompany our reply to his former representation.

He has understood from Lord Salisbury that we are obtaining the concurrence of the other Departments concerned before sending this, and he thinks it well in the meantime to obviate any causes of delay or difference on their part. I said that I understood that the essence of the Regulations was that any persons coming into contact with vessels in quarantine must be themselves quarantined.

He then pointed out that the word "fatal" in the first paragraph on the second page appeared to be a mistake, as indeed it does; the word in his proposal was "fresh;" and it is plain that a case not fatal would be as dangerous as one fatal.

He would like to have back the MS. copy of Lord Salisbury's despatch, which should be sent at once with my compliments, and along with it a printed copy of the correspondence anterior to the present stage.

(Signed) JAMES FERGUSSON.

*Foreign Office, December* 3, 1890.

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No. 205.

*Board of Trade to Foreign Office.—(Received December* 4.)

Sir,

*Board of Trade, London, December* 3, 18 0.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 1st instant, in which you transmit copy of a paper recording the heads of a projected Agreement with Austria-Hungary for amending the existing Quarantine Regulations of Egypt, and for providing additional revenue for the Egyptian Quarantine Service. It is further stated that the Austro-Hungarian Government will propose this Agreement to the other Powers for general adoption.

In reply to Lord Salisbury's request that the Board of Trade will favour him with any observations which they may have to offer upon the terms proposed, I am to request that you will state to his Lordship that, in their opinion, it is undesirable that the cost of the telegram referred to in the last sentence of clause 3 should be borne by the owners of the vessel. There is no law by which these expenses could be recovered, and the Board would suggest for consideration whether they might not be paid by the Powers interested in the receipt of the information dispatched. Apart from this consideration, the Board have no further observations to offer upon the proposed Agreement. I am, however, to add that they presume that, as regards the Indian ports referred to in clause 3, the Secretary of State for India has been consulted by the Foreign Office.

I have, &c.

(Signed) HENRY G. CALCRAFT.

No. 206.

*India Office to Foreign Office.—(Received December 4.)*

*India Office, December* 3, 1890.

Sir,

I AM directed by the Secretary of State for India in Council to acknowledge the receipt of your letter of the 1st instant, inclosing the sketch of an Agreement put forward by the Austro-Hungarian Government under which, on payment of certain fees, all British shipping entering the Red Sea from the East would have the right to pass through the Suez Canal in quarantine.

In reply, I am to state that Viscount Cross is prepared to concur generally with the Marquis of Salisbury in accepting, on behalf of Her Majesty's Government, the terms of the proposed Agreement.

There is, however, one point of some importance to the Indian trade which I am to request that you will bring to Lord Salisbnry's notice. A large number of trading steamers arrive at Port Saïd with Indian produce, as to the ultimate destination of which they receive orders at that place; and the communicatiou of such orders would apparently be rendered impossible in future by the terms of the proposed Agreement. It would therefore seem advisable, either that the communication of telegrams to vessels calling at Port Saïd for orders should be at once provided for in the Agreement, or that such steps should be taken as the Secretary of State may deem expedient for obtaining the views on this matter of merchants engaged in the Eastern trade.

I have, &c.
(Signed) A. GODLEY.

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No. 207.

*The Marquis of Salisbury to Sir E. Baring.*

(Commercial.)
(Telegraphic.)

*Foreign Office, December* 4, 1890, 3·35 P.M.

ARE there any permanent Rules regulating the embarkation on board of vessels in quarantine at Suez and Port Saïd?

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No. 208.

*The Marquis of Salisbury to Sir E. Baring.*

(Commercial.)
(Telegraphic.)

*Foreign Office, December* 4, 1890, 7 P.M.

UNDER existing Regulations are letters and telegrams delivered to vessels in quarantine at Port Saïd and Suez?

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No. 209.

*Sir E. Baring to the Marquis of Salisbury.—(Received December 5.)*

(Commercial.)
(Telegraphic.)

*Cairo, December* 5, 1890.

COMMERCIAL letters for vessels in quarantine at Port Saïd and Suez are delivered to agents of Steam-ship Companies who consign them to ships. Telegrams when handed post-office are treated in same manner.

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No. 210.

*Foreign Office to Board of Trade.*

*Foreign Office, December* 5, 1890.

Sir,

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 3rd instant respecting the proposed heads of Agreement for amending the Egyptian Quarantine Regulations. In reply, I am to state to you, for the information of the Board



of Trade, that the Austro-Hungarian Government would not itself consent that the cost of the warning telegrams should be borne by the Governments interested; neither would that Government consent to recommend such a proposal to the other Powers. The cost of the telegram must, therefore, be looked upon as a burden to navigation, but at the same time it will have to be remembered, that the expense will be small compared with that of undergoing quarantine; for the only ships from India and the Far East that will, under the amended Regulations, have to pass the Canal in quarantine, will be those which have had a case of cholera on board, and which, under existing Regulations, must do quarantine before entering the Canal.

It is presumed that the cost of the telegram will be recovered in Egypt in the same manner as other quarantine charges. If the master of a ship declined to pay for the telegram, he would forfeit his right to enter the Canal until the ship performed quarantine.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 211.

*Sir E. Baring to the Marquis of Salisbury.—(Received December 6.)*

(Commercial.)
(Telegraphic.)

*Cairo, December* 6, 1890.

COMMERCIAL Regulations about embarkation in quarantine are contained in Articles 34 and 35 of "Règlement Général" and Article 6 of "Règlement contre le Choléra." See also Cookson's despatch of the 7th February and 15th March, 1890.

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No. 212.

*The Marquis of Salisbury to Sir E. Baring.*

(Commercial.)
(Telegraphic.)

*Foreign Office, December* 6, 1890, 4·15 P.M.

WHAT are in practice the "précautions voulues," referred to in the Articles of "Règlement" quoted in your telegram of to-day?

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No. 213.

*Sir E. Baring to the Marquis of Salisbury.—(Received December 8.)*

(Commercial.)
(Telegraphic.)

*Cairo, December* 8, 1890.

THE precautions are, that passengers are embarked under such supervision from the sanitary authorities as prevents communication between ship and shore.

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No. 214.

*Foreign Office to India Office.*

*Foreign Office, December* 8, 1890.

Sir,

ON the receipt of your letter of the 3rd instant, relating to the Austro-Hungarian proposals respecting Quarantine Regulations in the Suez Canal, Sir E. Baring was asked, by telegraph, whether, under existing Regulations, letters and telegrams are delivered to vessels in quarantine at Port Saïd and Suez.

I am now directed by the Marquis of Salisbury to request you to inform Lord Knutsford that the following reply has been received from Sir E. Baring:—

"Commercial letters for vessels in quarantine at Port Saïd and Suez are delivered to agents of Steam-ship Companies, who consign them to ships. Telegrams, when handed to post-office, are treated in the same manner.

I am, &c.
(Signed) JAMES FERGUSSON.

No. 215.

*Board of Trade to Foreign Office.—(Received December 9.)*

*Board of Trade, London, December* 8, 1890.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 4th instant, in which, with reference to the proposed heads of Agreement for amending the Egyptian Quarantine Regulations, you comment upon the views of this Board as expressed in their letter of the 3rd instant, as to the cost of the warning telegrams referred to in clause 3.

In reply, I am to request that you will state to Lord Salisbury that the Board of Trade can only repeat that there is no legal authority for making these expenses a charge upon the ship, and that such charge could not be enforced in this country. I am, however, to add that, if his Lordship is advised that, in administering the matter, so much benefit will be conferred upon owners that they are not likely to resent the charge, the Board have no desire to hinder the Agreement by undue insistance upon this point. Whether the state of the case as respects the owners can, however, be regarded in the above light can only be decided upon information based upon evidence which, at the present moment, the Board of Trade have not before them.

I have, &c.

(Signed) HENRY G. CALCRAFT.

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No. 216.

*Ocean Steam-ship Company to Foreign Office.—(Received December 11.)*

1, *India Buildings, Liverpool, December* 10, 1890.

Sir,

I BEG to thank you for your letter of the 25th November, informing me that Her Majesty's Consul at Alexandria has been instructed to furnish a Report on the "Nestor's" detention at Suez.

I have now to inform you that another of the Ocean Steam-ship Company's steamers, the "Telemachus," has incurred serious delay at Suez under circumstances precisely similar to those under which the "Nestor" was detained.

The steam-ship "Telemachus" arrived at Suez at 6·30 P.M. on the 22nd November, holding clean bills of health from all ports except Nagasaki, which she had left on the 13th October, forty days before her arrival at Suez. Twenty-four hours' quarantine was imposed, and she was unable to obtain pratique until the morning of the 24th November, thus losing more than thirty-six hours.

Both the "Nestor" and "Telemachus" carry surgeons, and there had been no disease on board either steamer since leaving Nagasaki.

I venture to hope, in view of the recurrence of these proceedings, that such instructions may be given to Her Majesty's Representatives in Egypt as may enable them to take steps to prevent the further imposition of quarantine under such circumstances.

Your, &c.

(For the Ocean Steam-ship Company),

(Signed) ALFRED HOLT, *Manager.*

(Per M. L. D.)

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No. 217.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 46. Commercial. Confidential.)

*Foreign Office, December* 11, 1890.

Sir,

WITH reference to my despatch No. 42, Commercial, of the 28th October, I have to inform you that the Austro-Hungarian Ambassador at this Court called on Sir James Fergusson on the 25th ultimo to make a verbal answer to my notes of the 28th October, and, taking those notes as text, he stated that the Imperial and Royal Government are willing to accept the Regulations (the existing ones) which Her Majesty's Government rely on as safeguards for embarkation in quarantine at Suez and Port Saïd, provided that they shall be found sufficient in practice. They agree as to the sufficiency of telegraphing



the passage of a ship in quarantine to one port of each country refusing to receive such ships.

As to the definition of the words "provenance suspecte," they think that a ship is considered as suspected if coming from an infected port or from a port suspected to be infected, or, further, if it has come into contact with a ship infected or suspected of having persons on board with the cholera.

An "infected" port is one in which the cholera exists, or in which ten days have not passed without the occurrence of a fresh case.

A "suspected" port is one in the neighbourhood of which the cholera exists.

The Austro-Hungarian Government do not object to accede to my wish that a provision should be made whereby British Indian departures ("provenances") should not be considered as suspected if ten days have elapsed during the voyage from the last Indian port, and if nothing has happened in the meantime. This they regard as the utmost concession that could be made, while they regard it as giving adequate protection.

They also accede to the proposal that ships passing in quarantine should be permitted to go to such countries as are willing to receive them, provided that the Mediterranean Powers are informed by telegraph.

The Imperial and Royal Government are sensible of the intention of Her Majesty's Government to guard against any extension of the passage in quarantine to ships now passing in pratique, but do not think the fear of misconstruction well founded. Ships now able to pass in pratique would continue to do so in future.

With reference to penalties upon ships proceeding to ports other than their declared destinations, the Austro-Hungarian Government asked Her Majesty's Government to agree to their second proposal giving the right to impose a penalty in the country to which the ship may improperly resort.

In order to obtain the consent of the other Powers, the Imperial and Royal Government prefer to act diplomatically, and not to have the matter discussed by the Quarantine Board. They suggest that the amended proposal shall be made to them by Her Majesty's Government, but they are prepared themselves to invite the other Powers to join.

I inclose, for your information, copies of my reply to Count Deym, and of correspondence with the India Office and the Board of Trade respecting the agreement now come to.*

I am, &c.

(Signed) SALISBURY.

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No. 218.

*The Marquis of Salisbury to Count H. Lützow.*

M. le Chargé d'Affaires,

*Foreign Office, December* 11, 1890.

HIS Excellency Count Deym's conversation of the 25th ultimo with Sir James Fergusson showed that a substantial agreement had now been arrived at with regard to the proposed amendments of the Egyptian Quarantine Regulations; and I now have the honour to inclose copies of a paper recording the headings of the Agreement. I trust that his Excellency's wishes on the several points have been rightly interpreted.

In one of the copies the words referring to the matters discussed with Sir James Fergusson have, for convenience of reference, been underlined; the wording of the rest of the paper is the same as that of your communication of the 22nd October last, from which, however, the words, "D'après les vues du Gouvernement Impérial et Royal une revision du Règlement du Conseil pourrait être opérée sur les bases suivantes" have been removed, as being no longer required in a document recording the views of the two Governments. The words, "Il résulte de ce qui précède," have also been removed, as it seems preferable to let the provision which follows read as a substantive prohibition.

With regard to the new taxes, Her Majesty's Government agree to those proposed by the Imperial and Royal Government; they are of opinion that the exemption hitherto granted to postal steamers, has no *raison d'être*, and should be discontinued. The original wording of your communication no doubt intended that this exemption should cease, but the words, "il est entendu que les bateaux postaux payeront les mêmes droits que les autres," have been added for the sake of greater clearness.

The same reason suggests the addition in the paragraph beginning, "Les bâtiments Anglais," of the words, "et sans aucune détention quarantenaire."

* Nos. 203, 205, 206, 210, 215, and 218.

With regard to the embarkation of passengers at Suez and Port Saïd, Her Majesty's Government only ask for the maintenance of the existing arrangement, which has been in force for many years, and has never, as far as is known, been productive of any ill to Egypt or any other country. I am not in possession of the actual instructions on the subject issued by the Quarantine Board to their officials, but the substance of the precautions taken is that passengers are embarked under such supervision from the Sanitary authorities as prevents communication between ship and shore. The words, "cette disposition n'implique aucun changement," &c., have been inserted to show that the existing practice in this matter is to be maintained as long as it continues to give in the future the same practical guarantee of security as it has done in the past.

I trust that the Austro-Hungarian Government will succeed in obtaining the preliminary assent of the other Powers interested to these amendments; this procedure may be useful in preparing the way before they come up for final adoption by the Quarantine Board.

In any case, Her Majesty's Government are very sensible of the friendly, liberal, and practical spirit which the Imperial and Royal Government has brought to bear on this question, and they hope it will be the means of making a settlement which will be satisfactory to all the various interests involved.

I have, &c.
(Signed) SALISBURY.

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Inclosure in No. 218.

*Projet d'Accord. Amendement du Règlement Quarantenaire d'Égypte.*

(Secret.)

LA situation financière du Conseil Sanitaire en Égypte paraît actuellement de nature à appeler sur elle l'attention sérieuse des Gouvernements intéressés, dans le but de l'établir sur une base moins précaire et mieux assurée.

Le budget normal du Conseil s'élève à environ £ E. 24,000, et le déficit annuel des derniers Exercices un montant de £ E. 5,000 à £ E. 6,000. Considérant que les réformes projetées dans l'administration du budget équivaudront à une réduction des dépenses d'environ £ E. 2,000 par an, il résulterait que les recettes estimées à £ E. 1,800 d'une taxe de £ E. 5 sur chaque bâtiment passant le Canal en quarantaine et de £ E. 1 pour chaque paquebot suffiraient à couvrir approximativement les exigences du budget normal.

Il est entendu que les bateaux postaux payeront les mêmes droits que les autres.

Les bâtiments Anglais infectés ou non seront libres de passer le Canal de Suez en quarantaine, sous les trois conditions suivantes et sans aucune détention quarantenaire :—

1. L'arraisonnement et l'interrogatoire se feront à Suez, de même qu'ils se pratiquent actuellement même vis-à-vis des bâtiments de guerre de Sa Majesté la Reine sous foi de serment délivré par le Commandant.

Cette mesure aurait le but de constater l'état sanitaire du bâtiment.

2. Tout bâtiment infecté ou suspect sera accompagné durant son passage par le Canal par deux gardiens Sanitaires dignes de confiance, dont la mission principale consisterait à empêcher tout contact entre le bâtiment et les personnes ou objets se trouvant sur les bords du Canal. Un bâtiment infecté ou suspect admis en passage dans les conditions qui précèdent ne pourra ni embarquer ni débarquer des personnes ou des marchandises pendant le trajet; cette disposition n'implique aucun changement dans les Règlements en vigueur dans la matière aux ports de Suez et de Port-Saïd, tant que ces Règlements continueront à fournir dans la pratique les garanties voulues de sûreté.

3. Pour exercer le contrôle voulu afin qu'un bâtiment infecté ou suspect, ayant transité le Canal en quarantaine, prenne effectivement le cours indiqué et ne puisse aborder à un port dont l'entrée lui est prohibée, la sortie et le port de destination de ce bâtiment seront signalés de Suez par voie télégraphique à un des ports de chaque pays de la Méditerranée dont le Gouvernement aura fait connaître à l'Autorité Sanitaire Maritime de l'Égypte son intention de ne pas admettre les bâtiments transitant le Canal en quarantaine. Le télégramme sera expédié par l'Autorité Sanitaire Maritime de l'Égypte à l'autorité désignée par chaque Puissance; l'expédition du télégramme sera aux frais du bâtiment et se fera de la manière la moins coûteuse.

Chaque Puissance ayant des ports sur la Méditerranée édictera, dans sa discrétion, des dispositions pénales contre les bâtiments qui, abandonnant le cours indiqué par le capitaine, aborderaient indûment un des ports du territoire de cette Puissance. Seront exceptés les cas de force majeure et de relâche forcée.



Un port sera réputé port infecté pendant que le choléra y existe et pendant les dix jours après la manifestation du dernier cas de choléra.

Un port dans le voisinage duquel le choléra existe sera réputé port suspect.

Les provenances des ports des Indes Britanniques ne seront réputées ni infectées ni suspectes après un trajet indemne de dix jours et au delà.

Les bâtiments autres que ceux sous pavillon Britannique seront libres ou d'opérer le passage en quarantaine dans les conditions indiquées ci-dessus, ou de se soumettre à la quarantaine réglementaire.

Le Conseil Maritime aurait sur la base des Règlements actuellement en vigueur à élaborer les dispositions réglant la quarantaine dont l'application sévère offrirait toujours une certaine garantie contre l'importation d'épidémies en Égypte.

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No. 219.

*Foreign Office to Sir C. Cookson.*

(No. 19. Commercial.)

Sir,

*Foreign Office, December* 12, 1890.

WITH reference to my despatch No. 17, Commercial, of the 25th ultimo, I am directed by the Marquis of Salisbury to transmit to you copy of a letter from the Ocean Steam-ship Company, stating that another of the Company's steamers, the "Telemachus," has incurred serious delay at Suez, under circumstances precisely similar to those under which the "Nestor" was detained, and to instruct you to furnish his Lordship with a Report on the case.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 220.

*Sir C. Cookson to the Marquis of Salisbury.—(Received December* 15.)

(No. 68. Commercial.)

My Lord,

*Alexandria, December* 6, 1890.

I HAVE the honour to acknowledge the receipt of Sir J. Fergusson's despatch No. 17 of the 25th ultimo, transmitting copy of a letter from the Ocean Steam-ship Company complaining of the imposition of quarantine at Suez on the steam-ship "Nestor."

I communicated with Dr. Mackie on the subject, and have now the honour to inclose a copy of his reply, from which it appears that the vessel in question had a foul bill of health from Nagasaki, and was therefore liable, according to the Rules of the Egyptian Quarantine Board, to twenty-four hours' quarantine, whatever period of time might have elapsed during the voyage.

Dr. Mackie justly observes that, as the agent of the vessel at Suez was well aware that the "Nestor" might avoid all delay by passing through the Canal in quarantine, it must therefore be presumed that the agent or captain chose to perform quarantine in order to communicate freely with Egypt.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure in No. 220.

*Dr. Mackie to Sir C. Cookson.*

Sir,

*Alexandria, December* 5, 1890.

I HAVE the honour to acknowledge receipt of your letter of yesterday's date, requesting information on the subject of the British steamer "Nestor," which arrived at Suez on the 30th October and underwent quarantine.

The "Nestor" arrived at Suez with a foul bill of health from Nagasaki, at which port cholera was prevailing. According to the Rules of the Egyptian Quarantine Board, the vessel was subject to twenty-four hours' quarantine, which is the shortest period of quarantine imposed by the Rules, whatever may be the length of the passage.

This quarantine period counts from the time of the vessel being visited by the Sanitary Agent.

The "Nestor" arrived at 6·30 P.M., but the Rules forbid any medical inspection of a foul or suspected vessel to take place at night, and at 6·30 P.M. it was already dark. The medical visit had, therefore, to be postponed till the following morning, from which time only the twenty-four hours' quarantine began to count. This explains the delay of thirty-six hours complained of.

The vessel, however, could have avoided this delay by passing through the Canal in quarantine, and as this is perfectly well known to the agent of the vessel at Suez, he, or the captain, must have preferred, for reasons of their own, to allow the vessel to perform quarantine at Suez and communicate in free pratique with Egypt.

I have, &c.
(Signed) J. MACKIE.

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No. 221.

*Foreign Office to Board of Trade.*

*Foreign Office, December* 15, 1890.

Sir,

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 8th instant respecting the proposed amendments of the Egyptian Quarantine Regulations, and in reply I am to request you to state to the Board of Trade that it would be inexpedient to object to the intended telegram of warning, if the main object of the amendments is to be secured. It must be remembered that if the master of any ship not entitled to pass through the Canal in pratique does not like to pay for the telegram, no one will force him to do so; but in that case the ship will not be allowed to pass through in quarantine, and her position will be what it is under the existing Regulations.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 222.

*Foreign Office to Ocean Steam-ship Company.*

*Foreign Office, December* 15, 1890.

Sir,

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 10th instant respecting the quarantine imposed at Suez on the steamer "Telemachus," and, in reply, I am to inform you that his Lordship has called upon Her Majesty's Consul at Alexandria to report on the case in question.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 223.

*Sir E. Baring to the Marquis of Salisbury.—(Received December* 16.)

(No. 42. Commercial.)

*Cairo, December* 8, 1890.

My Lord,

I HAVE the honour to transmit to your Lordship herewith copy of a despatch which I have received from Dr. Mackie on the subject of the transit of the Suez Canal by infected vessels.

I have, &c.
(Signed) E. BARING.

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Inclosure in No. 223.

*Dr. Mackie to Sir E. Baring.*

*Alexandria, December* 7, 1890.

Sir,

IN connection with the subject at present under consideration of transit of the Canal by infected vessels, it may not be out of place to remind you of the fact that whenever cholera has prevailed in Europe, infected vessels from the Mediterranean side have been ordered by the Quarantine Board to transit immediately in quarantine as presenting better guarantee of protection for Egypt than sending them to the lazaret at Alexandria to perform quarantine before entering the Canal, according to the Règlement. When cholera prevailed in France a few years ago some of the Messageries Company's steamers passed the Canal for India in this way. In my Report at the time I mentioned it as a fact to be noted by Her Majesty's Government in case of the subject of transit of the Canal by infected vessels coming up at some future time. On one of these occasions I drew the attention of the Board to the fact that we were bound by the Decree to prevent the transmission of cholera abroad ("à l'étranger") as much to the East as to the West, and that if they ordered vessels with cholera on board to transit from Port Saïd to Suez they ought to allow the same from Suez to Port Saïd. The board held that as cholera already existed in India there was no reason why infected ships should not be sent on, but that they were obliged to protect Europe where cholera was not endemic. To this I replied that all these vessels would touch at Aden, where cholera prevailed less frequently even than in Europe, and ran the same risk as Europe, but had not been infected. They were at liberty also to call at all ports of the Red Sea, where cholera is certainly not endemic. So that the transit of the Canal by infected vessels was a very one-sided proceeding—being forbidden from Suez to Port Saïd—but made obligatory from Port Saïd to Suez by special decisions of the Board. I do not say that the two cases are identical, but there is sufficient similarity to show that the Board considered Egypt better protected by sending infected vessels through the Canal towards the East than by keeping to the Règlement and obliging them to perform rigorous quarantine before entering the Canal. They did not consider either that there was danger from Aden, a place as free from cholera as Europe; or if they did consider there was a danger they left Aden to operate for its own protection.

I have, &c.
(Signed) J. MACKIE.

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No. 224.

*Memorandum communicated by Count H. Lützow, December* 17, 1890.

LA réforme du Conseil Sanitaire aurait à s'étendre tant à sa *composition* qu'à ses *attributions* de nature administrative et financière.

Par rapport à la *composition* du Conseil il s'opérerait une réduction du nombre des membres qui le composent, de vingt-trois à seize, ou avec le Président, dix-sept; soit un Représentant des Puissances ayant des intérêts dans la Méditerrannée et dans l'Orient, l'Allemagne, l'Autriche-Hongrie, la Belgique, la Grande-Bretagne, le Danemark, l'Espagne, la France, la Grèce, la Hollande, l'Italie, le Portugal, la Russie, la Suède, et la Turquie, ainsi que de deux fonctionnaires Égyptiens avec vote délibératif. A ces derniers pourraient être adjoints d'autres fonctionnaires Égyptiens avec un vote consultatif.

D'un autre côté le Gouvernement Égyptien pourrait être affranchi de l'obligation de construire des lazarets ainsi que de celle de couvrir le déficit dans le cas où il s'en produirait un, qui lui incombent actuellement: Article 24 du Décret Khédivial du 3 Janvier, 1881.

Par le fait que la présidence du Conseil Sanitaire serait assurée à M. le Ministre des Affaires Étrangères du Gouvernement Khédivial, l'Égypte aurait trois votes délibératifs.

La vice-présidence serait entre les mains du Délégué du Gouvernement Britannique.

La nomination des Délégués se ferait parmi des personnes possédant les connaissances techniques, soit d'une façon permanente par des docteurs en médecine accrédités et salariés par leur Gouvernement, soit temporairement, par des Agents effectifs d'un rang non inférieur à celui de Vice-Consul.

En outre, il serait à désirer que les médecins délégués ne soient en aucune relation avec des Sociétés de Navigation quelconques.

Pour assurer un fonctionnement régulier, la création d'un Comité Exécutif se recommanderait, composé du Vice-Président et de deux membres du Conseil élus par ce dernier pour la durée d'un an.

Le service d'inspection et de contrôle se ferait à tour de rôle par les membres du Conseil même, la fonction d'Inspecteur-Général étant abolie.

Ces réformes dans les *attributions* du Conseil auraient pour but de mettre le personnel du Service Sanitaire sous l'influence plus immédiate du Conseil, d'assurer l'efficacité de ce personnel, et de créer les établissements sanitaires indispensables là ou actuellement il ne s'en trouve pas.

Pour arriver à ce but les réformes indiquées dans les points suivants se suggèrent :—

1. L'Administration Sanitaire et Quarantenaire serait mise dans la dépendance immédiate du Conseil.

2. Un Service Technique entièrement efficace avec une branche spécialement affectée au service de désinfection serait à organiser, en simplifiant en même temps autant que faire se pourra le service de bureau et de caisse. Aux deux extrémités du Canal il serait installé un personnel médical efficace pour faire le contrôle des bâtiments; de même il importerait de créer un corps de "Gardes de Santé" compétents et dignes de confiance faisant le service auprès des bâtiments transitant le Canal.

3. Aux Sources de Moïse il serait à établir un lazaret avec l'établissement voulu pour la désinfection des passagers; en outre deux camps pour les pèlerins seraient établis avec un établissement de désinfection complet dont l'un serait à Tor et l'autre à un emplacement à déterminer ultérieurement.

L'élaboration des Règlements voulus se ferait par le Conseil réorganisé d'après les indications qui précèdent.

Cette réorganisation serait promulguée, étant obtenu le consentement des Puissances intéressées, par Décret Khédivial, de même qu'il a été fait le 3 Janvier, 1881.

Pour mettre à même le Conseil d'accomplir la tâche qui lui incomberait, il paraîtrait recommandable—tout en abolissant la taxe sur les marchandises—d'adopter pour les redevances sanitaires le Tarif de Constantinople, d'abolir la franchise de bateaux poste, finalement d'adopter une taxe d'un montant à décider ultérieurement pour chaque bâtiment transitant le Canal en quarantaine, montant qui d'après les calculs faits tout dernièrement pourrait être fixé à £ E. 10.

La fixation des détails du budget resterait réservée aux délibérations du Conseil.

*Belgrave Square, le* 17 *Décembre*, 1890.

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## No. 225.

*Memorandum by Mr. Farnall respecting the Proposals for reorganizing the Egyptian Quarantine Board.*

THE Egyptian Quarantine Board consists of nine members appointed by Egypt, one of whom is President, and fourteen Representatives of foreign Powers, one member for each Power. The present Board was constituted by Khedivial Decree in 1881; the Decree can be altered by the Khedive as it is not "international" in the sense in which, say, the Law of Liquidation is international.

We have always maintained that the Board is simply a branch of the Administration of Egypt. The principle of ex-territoriality conceded to foreign nations by the Capitulations made it necessary in certain cases for Egypt to seek the assent of the Consul before exercising jurisdiction over a foreign ship; the presence at the Board of the Consuls or of such of them as had an interest in navigation obviated the necessity of obtaining the concurrence of the Consuls individually to any requisite acts of jurisdiction.

The Austrian proposals for reorganization have hitherto urged that Egypt, although the territorial Sovereign should be represented by one member only like the other Powers; but Her Majesty's Government have always urged that the Egyptian character of the Board must be maintained as the Egyptian Government, and the Egyptian Government alone, must be responsible for what is done in its own territory. They freely admit that any Government, in this case the Egyptian Government, has an inherent right to impose in its own territory on British, as on any other foreign ships, such reasonable sanitary restrictions as it considers necessary, but they do not admit that any third Power, or combination of third Powers, can have a right to impose sanitary or other restrictions on British ships in Egypt, nor do they hold that the Egyptian Government can properly delegate its inherent right to third Powers without the consent of Great Britain. Such delegation of sovereignty would be without precedent, and would make it practically



impossible to obtain redress in case the Board abused its powers. But on the other hand, Her Majesty's Government might readily admit that other Powers are quite at liberty to agree severally with the Egyptian Government to put their respective ships under the authority of any body they please.

So firmly do Her Majesty's Government hold this doctrine that the territorial Power must remain sovereign within its own waters; that some few years ago they were strongly of opinion that the Porte was at liberty to increase the number of Ottoman members on the Constantinople Board of Health, notwithstanding that the object sought by the Porte was greater severity of quarantine, which, as a sanitary measure, Her Majesty's Government could but regret.

While, therefore, Her Majesty's Government hold that British ships must in every case be under the jurisdiction of the Local Government, and that that Local Government alone is responsible for the treatment accorded to British ships, they could not wish to interefere with any action by other Powers with regard to their ships, or even, perhaps, with regard to united action in Egypt by those Powers respecting ships, British or otherwise, bound for ports belonging to those Powers, if Egypt agree thereto.

It is true that the new Rules provided for by the agreement with Austria gives us practically the freedom we want, but those Regulations must be passed by the Board, and if Great Britain were to allow, as regards British ships, any reorganization of the Board which would make it quite independent of Egypt, the Board may at some future time either repeal the new Rules, or make others which would render them nugatory.

It is quite true that the new Rules might conceivably be made unalterable as regards each power, except with the consent of that Power. But this arrangement is not without disadvantage; the new Rules are founded on a theory of quarantine for cholera which Her Majesty's Government have long opposed, grounding their opposition on the practical experience of India; it might be unwise to give permanent sanction to a theory of protection from disease which we hold not to be founded on fact.

It must also be remembered that it is extremely probable that the Board will refuse to pass the new Rules; the passage in quarantine of ships with cholera on board, and the free pratique of ships ten days out from infected ports, will certainly be much opposed, and conscientiously opposed, by some of the Egyptian members of the Board.

It is sometimes urged that the present Board is practically international and practically irresponsible, because not under any real control by Egypt. But the fact remains that if the Egyptian Delegates were constantly to vote against the wish of the Egyptian Government the Khedive could remove them; and the further fact remains, that as yet British ships in Egypt have never, by any overt act of the British Government, been placed theoretically under the control of any Power, or combination of Powers, other than the territorial Sovereign.

We have never assented to the police of Egyptian waters being exercised as regards British ships by the vote of foreign Powers, the majority of whom have next to no interest in the matter.

H. F.

*December* 17, 1890.

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## No. 226.

*The Marquis of Salisbury to Sir A. Paget.*

(No. 55. Commercial.)

*Foreign Office, December* 17, 1890.

Sir,

THE Austrian Chargé d'Affaires called on me to-day and spoke on the subject of the Egyptian Quarantine Regulations.

He said that before the proposed Agreement could be sanctioned by the Powers favourable to quarantine, it was necessary to be able to show them that his Government, as their Representative, had received something for it, and that all had not been concession to Great Britain.

He therefore proposed that we should consent to a reorganization of the Sanitary Council based on the reduction of the present representation of Egypt by seven, and he gave me a Memorandum of which I inclose a copy.

I replied that, in any case, I could not give a definitive answer until I had the opinion of the Egyptian Government itself and of Sir E. Baring; but I could not admit that the draft Agreement was properly described as a concession to Great Britain—it was the removal of hindrances to our free right of passage, of which we had always complained,

and which we certainly did not think we were called upon to purchase by any sacrifice of the rights of the Egyptian Government. We had largely, for the sake of our allies, deferred to apprehensions on the subject of quarantine, which we did not share; but, in strict right, we maintained that, on payment of all legitimate tolls, we were as free to pass through the Suez Canal as we were to pass through the Cattegat.

One material objection to any remodelling of the Council, which would give an absolute majority to the Quarantine Powers, was that some of them were our rivals in trade, and might use their sanitary prerogatives for the purpose of giving an advantage to their own commerce. In point of principle, the objection to such a course as he proposed was that the Local Government was the natural guardian of the Canal, and responsible for it; and that Executive Government, by an International Commission, in any case where sharply contested questions were likely to arise, was an experiment that had never been tried, and was not likely to succeed.

I, however, begged Count Lützow not to take any observations I made as definitive, until I was armed with the opinion of the Egyptian Government.

He then asked me whether I would consent to enter into negotiations with respect to the budget of the Quarantine Board.

On that point, I said, I should be glad to consider any suggestion he had to make.

He proposed that every ship which passed in quarantine should pay 10*l.* for the privilege.

I replied that I thought the cost must be a matter of investigation; it would be quite right that any such ship should pay whatever extra cost her special privilege involved, but there was no reason why a penalty should be exacted from her on account of her passing in quarantine.

I am, &c.
(Signed) SALISBURY.

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No. 227.

*Foreign Office to Ocean Steam-ship Company.*

Sir, *Foreign Office, December* 17, 1890.

WITH reference to my letter of the 25th ultimo, I am directed by the Marquis of Salisbury, to inform you that a report has now been received from Egypt of the circumstances under which quarantine was imposed on your steam-ship "Nestor" at Suez.

It appears that the "Nestor" arrived at Suez with a foul bill of health from Nagasaki, where cholera was prevailing. According to the Rules of the Egyptian Quarantine Board, the vessel was subject to twenty-four hours' quarantine, which is the shortest period imposed by the Rules, whatever may be the length of the passage.

This quarantine period counts from the time of the vessel being visited by the Sanitary Agent, but the Rules forbid any medical inspection of a foul or suspected vessel to take place after dark. The "Nestor" arrived at 6·30 P.M., when it was already dark, and the inspection could not therefore take place till the following morning, from which time the twenty-four hours' quarantine began to count. This explains the delay of thirty-six hours of which you complain.

The vessel could have avoided this delay by passing through the Canal in quarantine, and as this rule is perfectly well known to all ships' agents at Suez, it is evident that either the agent or captain of the "Nestor" must have preferred to have allowed the vessel to perform quarantine at Suez in order to be able to communicate in free pratique with Egypt.

Under these circumstances, there are no grounds upon which Lord Salisbury can take any action in the case.

I am, &c.
(Signed) JAMES FERGUSSON.

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No. 228.

*Board of Trade to Foreign Office.—(Received December* 19.)

Sir, *Board of Trade, London, December* 18, 1890.

I AM directed by the Board of Trade to acklowledge the receipt of your letter of the 15th instant, in which, with reference to the proposed heads of agreement for amending the Egyptian Quarantine Regulations, you state that it would be inexpedient to object to the intended telegram of warning if the main object of the amendments is to be secured; and, in reply, I am to request that you will state to the Marquis of Salisbury that the Board of Trade have no further observations to make on the subject.

I have, &c.
(Signed) C. CECIL TREVOR.

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No. 229.

*The Marquis of Salisbury to Sir E. Baring.*

(No. 48. Commercial.)

Sir, *Foreign Office, December* 19, 1890.

WITH reference to my despatch No. 46, Commercial, of the 11th instant, and previous correspondence on the subject of the Egyptian Quarantine Regulations, I now inclose copy of a despatch to Her Majesty's Ambassador at Vienna, recording a conversation which I had on the 17th instant with the Austrian Chargé d'Affaires, relative to the proposals made by the Austro-Hungarian Government.*

I also inclose copy of the Memorandum therein referred to,† which was handed to me by the Chargé d'Affaires; and I have to request you to obtain the opinion of the Egyptian Government, and also to favour me with your own observations on these proposals.

I am, &c.
(Signed) SALISBURY.

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No. 230.

*Foreign Office to Sir A. Paget.*

(Commercial.)

SIR JAMES FERGUSSON presents his compliments to his Excellency Sir Augustus Paget, and incloses, for his Excellency's information, a copy of a paper prepared to show the points in regard to quarantine in Egypt as to which a practical agreement has been reached between Her Majesty's Government and the Austro-Hungarian Government. This document is sent in anticipation of printed copies of all the correspondence on the subject, and because it is required in connection with Lord Salisbury's despatch No. 55, Commercial, of the 17th instant.

*Foreign Office, December* 23, 1890.

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No. 231.

*Sir C. Cookson to the Marquis of Salisbury.—(Received December* 24.)

(No. 70. Commercial.)

My Lord, *Alexandria, December* 13, 1890.

I HAVE the honour to forward herewith a copy of a despatch with its inclosures from Dr. Mackie dated the 11th instant, reporting on a meeting of the Quarantine Board held on the 10th instant, at which the Greek Delegate put forward a proposal relating to measures to be adopted at the quarantine stations in view of an epidemic among pilgrims returning from the Hedjaz.

Dr. Mackie states that a Commission was appointed to study the project, and present it in a more precise form at a future meeting of the Board.

Dr. Mackie further observes that the project chiefly aims at an advanced scientific system of quarantine for pilgrims, of whom only a small minority are Egyptians; and

* No. 226. † No. 224.

that, in the event of an elaborate scheme being adopted, the Egyptian Government, if applied to, will probably refuse to bear the expense.

Dr. Mackie adds, that it was decided to address a letter to his Excellency Riaz Pasha expressing the thanks of the Board for the support accorded to them by the Egyptian Government during the recent cholera epidemic in the Hedjaz.

I have, &c.
(Signed) CHAS. A. COOKSON.

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Inclosure 1 in No. 231.

*Dr. Mackie to Sir C. Cookson.*

*Alexandria, December* 11, 1890.

Sir,

I HAVE the honour to report that an extraordinary meeting of the Maritime and Quarantine Sanitary Board was held yesterday, the 10th instant, to discuss propositions put forward by the Delegate for Greece, with a view to insure the proper adoption of preventive measures at the quarantine stations chiefly during a cholera epidemic amongst the return pilgrims. By the copy which I inclose herewith, you will see that the propositions are rather vague, and the Board, recognizing this, went no further than simply to name a Commission to study the project with the Delegate for Greece, and present it in a more precise and detailed form to be discussed at a future meeting. The Commission named is composed of the Delegate for Greece, the Delegate for Italy, and Dr. Ardouin Bey, Inspector-General.

I may state that, before the meeting, I was asked officiously to allow myself to be named as a member of the Commission. This I refused to do, wishing to keep myself free and uncompromised in any way, knowing that the promoter of the project is rather fantastic in his ideas of quarantine and disaffection as applicable, in my opinion, to pilgrims. If any large scheme is proposed or carried, the question will arise as to who is to bear the expense. I think it would be very unjust that the funds of the Board, obtained from taxes on navigation and commerce, should be applied to this purpose.

The Egyptian Government will no doubt be applied to, as on former occasions, to bear the expense, but there is also no doubt that the Egyptian Government will refuse. You will perceive that the project is chiefly for an advanced scientific system of quarantine for pilgrims, the minority of whom are Egyptians; the others, Turks, French (Algerians), Austrians (Bosnians), Tunisians, Syrians, Moors, &c. This, as regards the pilgrimage, but the project is vague, and mentions "our principal quarantine stations," which, besides Tor, include Suez, Port Saïd, Alexandria. It seems to me that if a too elaborate scheme should be proposed and accepted, the Egyptian Government might give permission for the quarantime to be performed at Tor, and let each nationality apply as expensive and severe measures to its pilgrims as might be thought necessary. This, however, is not a sanitary question for me to enter into.

At the conclusion of the meeting the Board unanimously decided to address a letter of recognition to the Khedive's Government for the support and assistance given to the Board during the quarantine season just finished.

When the Report of the Commission is laid before the Board for discussion I shall keep you duly informed. It is premature at present to offer opinions on it until known more in detail.

I have, &c.
(Signed) J. MACKIE.

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Inclosure 2 in No. 231.

*Dr. Zancarol to Mr. Miéville.*

*Alexandrie, le* 4 *Décembre*, 1890.

M. le Président,

PENDANT la dernière période de pèlerinage avec choléra dans nos campements ayant découvert des points très faibles dans l'installation de nos principales stations quarantenaires, je me crois dans le devoir d'attirer l'attention du Conseil Quarantenaire sur cette question afin d'apporter les corrections nécessaires avant le prochain pèlerinage et dans le plus bref délai.

Dans ce but je vous prie, M. le Président, de vouloir présenter au Conseil



Maritime et Quarantenaire dans une séance extraordinaire ma proposition ainsi formulée :—

1. Que M. le Président en son nom et au nom du Conseil adresse une Circulaire à tous les Chefs de service pour leur demander un Rapport détaillé de la façon dont les mesures votées par le Conseil ou existantes dans nos Règlements ont été appliquées dans la dernière période de pèlerinage; ce qui implique aussi la façon dont les pèlerins malades ont été soignés hygiéniquement et médicalement; les difficultés que les chefs de service ont rencontré dans l'application de ces mesures; et les modifications qu'ils proposent pour obtenir un résultat meilleur et une application en même temps plus facile et plus économique.

2. De nommer une Commission de trois membres—de l'Inspecteur-Général et de deux membres Consulaires (médecins) pour étudier et nous signaler dans un Rapport tout ce qu'il y a d'incorrecte dans notre installation quarantenaire et dans son fonctionnement en temps de choléra, et quel perfectionnement on doit y apporter. Ce qui serait d'après moi, et sans diminuer en rien l'indépendance de cette Commission, et à grandes lignes :—

(*a.*) L'achat des hôpitaux-tentes pour Tor d'après les meilleurs systèmes adoptés par les armées en campagne pouvant soigner dans l'espace de deux mois 1,000 malades environ.

(*b.*) Une étuve à désinfection à Tor en état de fonctionner irréprochablement.

(*c.*) Un corps de gardiens dressés parmi lesquels on dresserait aussi des infirmiers et des employés pour faire la désinfection.

(*d.*) Un appareil à distillation d'eau pour fournir aux pèlerins et aux navires de l'eau pure.

(*e.*) Un dépôt en gros de médicaments et des substances désinfectantes en donnant la préférence à celles que le temps ne peut pas détériorer.

(*f.*) Une surveillance constante et permanente de nos principales stations quarantenaires en temps de pèlerinage.

Agréez, &c.
Le Delégué Sanitaire de Grèce,
(Signé) DR. G. ZANCAROL.

Si rien ne s'oppose, nous vous prions de fixer comme jour de cette séance extraordinaire le Mercredi, 10 Décembre, à 10 heures du matin.

(Signé) DR. G. ZANCAROL.
DR. A. TORELLA.
DR. P. DEMECH, M.D.

Pour copie conforme à l'original :
Le Secrétaire-Général du Conseil,
(Signé) Ad. LOMBARDO.

*Alexandrie, le* 6 *Novembre*, 1890.

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CONSEIL SANITAIRE, MARITIME, ET QUARANTENAIRE D'ÉGYPTE.

*Séance du* 10 *Décembre*, 1890.

*Ordre du Jour voté par le Conseil Quarantenaire et adressé à son Excellence Riaz Pacha, Ministre de l'Intérieur.*

L'épidémie de choléra qui a éclaté au Hedjaz pendant le pèlerinage de 1890 n'a pas dépassé Djebel Tor; l'Égypte et l'Europe ont été épargnées grâce à l'exécution des mesures prises par le Conseil Sanitaire, Maritime, et Quarantenaire d'Égypte. Mais le Conseil ne saurait oublier qu'il aurait été impuissant à obtenir par les moyens seuls de l'Administration Quarantenaire un résultat aussi efficace, si le Gouvernement de Son Altesse le Khédive n'avait mis libéralement à sa disposition toutes les ressources qui lui ont été demandées.

Aujourd'hui, après cette campagne si heureusement terminée, les membres du Conseil considèrent comme leur premier devoir de prier son Excellence Riaz Pacha d'être auprès de Son Altesse le Khédive l'interprète de leurs sentiments de profonde reconnaissance. Ils prient en outre son Excellence le President du Conseil des Ministres de vouloir bien agréer l'expression de leur gratitude pour le concours dévoué et sans réserve que les fonctionnaires de tout ordre, les officiers et les troupes de terre et de mer désignés par son

Excellence, ont apporté à l'œuvre commune de défense et de préservation du territoire Égyptien et de l'Europe.

Le Président,
(Signé) W. F. MIÉVILLE

*Alexandrie, le* 11 *Décembre*, 1890.

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CONSEIL SANITAIRE, MARITIME, ET QUARANTENAIRE D'ÉGYPTE.

*Communications faites à la Présidence du Conseil, par M. le Délégué Sanitaire Ottomar.*

*Décès par Choléra.*

VILAYET D'ALEP.

| | |
|---|---|
| Du 23 au 29 Novembre, à Aintab .. .. .. .. .. | 15 |
| Du 24 au 29 „ à Alep .. .. .. .. .. | 0 |
| Du 24 au 28 „ à Antioche .. .. .. .. .. | 0 |
| Du 24 au 28 „ à Marach .. .. .. .. .. | 4 |
| Du 24 au 28 „ à Killis .. .. .. .. .. | 20 |
| Du 24 au 27 „ à Edlip .. .. .. .. .. | 6 |
| Le 25 Novembre, à Rihanié .. .. .. .. .. .. | 0 |
| Du 25 au 27 Novembre, à Orfa .. .. .. .. .. | 11 |
| Le 28 Novembre, à Darkin .. .. .. .. .. .. | 13 |
| Le 28 „ à Selkin .. .. .. .. .. .. | 5 |
| Le 28 „ à Armanas.. .. .. .. .. .. | 8 |
| Total .. .. .. .. | 82 |

La mortalité de a semaine passée a été dans le Vilayet d'Alep de 129, soit une différence en moins pour cette semaine de 47.

VILAYET D'ADANA.

*Adana.*

| | |
|---|---|
| Le 25 Novembre .. .. .. .. .. .. .. | 1 |
| Le 26 „ .. .. .. .. .. .. .. | 0 |
| Le 27 „ .. .. .. .. .. .. .. | 2 |
| Le 28 „ .. .. .. .. .. .. .. | 1 |
| Le 29 „ .. .. .. .. .. .. .. | 5 |
| Le 30 „ .. .. .. .. .. .. .. | 1 |

*Mersine.*

| | |
|---|---|
| Le 30 Novembre .. .. .. .. .. .. .. | 0 |
| Le 1er Décembre .. .. .. .. .. .. .. | 0 |

Le Président,
(Signé) W. F. MIÉVILLE.

*Alexandrie, le* 9 *Décembre*, 1890.

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No. 232.

*Ocean Steam-ship Company to Foreign Office.*—(Received December* 24.)

Sir, 1, *India Buildings, Liverpool, December* 23, 1890.

I AM obliged for your letter of the 17th instant.

I was aware that the detention incurred by the "Nestor" (and since by the "Telemachus" and "Antenor," under the same circumstances) was in accordance with the Regulations of the Sanitary Board. I had hoped, however, that the absurdity of Regulations which impose quarantine on a vessel for a foul bill of health from a port that she had left six weeks before, might be brought home to the Sanitary authorities by a protest from Her Majesty's Representatives.

* Copy sent to Sir C. Cookson, December 30, 1890.



The alternative suggested by you, of the vessels passing through the Canal in quarantine, was duly considered by the agents at Suez, but experience has shown them that, serious as is the loss and inconvenience caused by the steamer's detention at Suez in quarantine, the expense and risk attaching to the alternative course are still more serious. No ship in quarantine can conduct any operations or make any movement in Egyptian waters between sunset and sunrise. A ship once entering the Canal in quarantine can never afterwards receive pratique or communicate with Egypt or land susceptible cargo, however long she may remain in Egyptian waters. Should she ground in the Canal, or any other accident befall her, no assistance can be rendered to her. Her coaling at Port Saïd is carried on under Regulations which make it a long, difficult, and costly undertaking.

For these reasons it was considered best for the vessels to undergo the detention at Suez rather than pass the Canal in quarantine. The inconvenience and loss, however, of the course adopted remain. If any useful purpose were served by the imposition of quarantine under these circumstances, I should raise no objection. Since, however, it appears to be quite futile, I venture to hope that Her Majesty's Government may not abandon the attempt to induce the Sanitary authorities to alter their system.

I am, &c.
(For the Ocean Steam-ship Company),
(Signed) ALFRED HOLT, *Manager*.
(Per M. L. D.)

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*Printed for the use of the Foreign Office. June 1891.*

CONFIDENTIAL.

(6106.)

# FURTHER CORRESPONDENCE

RESPECTING

# QUARANTINE IN EGYPT,

AND THE

# EGYPTIAN BOARDS OF HEALTH.

[In continuation of Confidential Paper No. 5424.]

1887-90.